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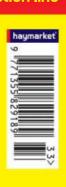
Engineering guru spills tech secrets



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SCOOP Jag's secret SUV family unveiled





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Official Fuel Economy Figures for the new MINI Clubman Range: Urban 35.8-60.1 mpg (8-4.7 l/100km). Extra Urban 52.3-76.3 mpg (5.4-3.7 l/100km). Combined 44.8-68.9 mpg (6.3-4.1 l/100km). $\rm CO_2$ Emissions 147-109 g/km. Figures may vary depending on driving style and conditions.



Mazda concept to preview new seven-seat SUV





'The Aston Vantage GT12 is an old-school sports/GT car, and all the better for it'







56 Full road test on Audi's new Q7



NEWS

Jaguar's SUV family F-Pace is just the start	8
Audi A6 Full details on new executive saloon	12
Suzuki Baleno Swift's big brother due in 2016	15
Mazda Koeru Seven-seat SUV concept	17
Map deal Germans pay £2bn for data service	18

TESTED

Aston Martin Vallage OT 12 Haracore coupe	
Cadillac CTS-V Super-saloon to rival M5	30
Land Rover Discovery Sport TD4 New engine	32
Mazda MX-5 1.5 Entry-level model hits UK	35
Audi 07 3 0 TDI quattro S line POAD TEST	56

FEATURES

Farewell to an icon Our Defender tribute	36
Defender meets Atlantic Wading to Valla	y 38
Mr Defender Talking to engineer Bill Morr	is 46
Building a Defender On the production lin	ne 52
Next Generation Award A month at McLa	ren 54

OUR CARS

Ferrari FF No business like snow business	66
Skoda Octavia Estate Front Assist put to test	69
Suzuki Celerio Finding its motorway rhythm	69
Volkswagen Golf R Camping it up in Devon	71

EVERY WEEK

Matt Prior Detecting quality in a gearshift	19
Steve Cropley To buy or not to buy a Defender	2
Your views Don't change the MOT test	54
Subscription offer Free Haka sunglasses	30
Rear view mirror Giugiaro's vision for Jaguar	98

DEALS

James Ruppert Buying a big French barge	72
Used buying guide Cars with novel doors	74
New cars A-Z All the latest models rated	76
Road test results Autocar's data archive	91
Classifieds Cars, number plates, services	94





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The case for EVs is gaining momentum

THE BRITISH PUBLIC'S appetite for new cars is voracious. According to the latest figures from the Society of Motor Manufacturers and Traders, more than 1.5 million new vehicles have been registered in the UK so far this year.

The industry is on course to run close to the all-time record for annual registrations of 2.58 million vehicles, set in 2003.

Our nation's car buyers are increasingly receptive towards electric and hybrid cars. In the first half of this year, demand for alternatively fuelled vehicles (AFVs) rose by 62.6% compared with the same period last year. That's the biggest increase of any major EU market, although Italy, France and Germany all sell AFVs in greater numbers than the UK.

Full-electric vehicles are rising in popularity as more models go on sale, the charging infrastructure continues to develop and perception of the vehicles continues to improve.

The chancellor's changes to the Vehicle Excise Duty for



2017 should provide a further boost to the full-EV market. With most hybrids due to attract extra taxation. customers considering an AFV could be nudged towards EVs, which will continue to be exempt from road tax.

THIS WEEK

Issue 6163 | Volume 285 | No 6

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AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

VIDEO

Flat-out drag race

Nissan GT-R takes on the Juke-R 2.0



DRIVE

Jaguar F-Type AWD Open-top all-wheel-

drive sports car tested

Vauxhall VXR8 Hairy 577bhp muscle car gets an auto 'box









Steve Cropley Predicting the cars of





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aguar is planning a radical family of premium SUVs to run alongside the new F-Pace, to be launched early next year – and the range could include a baby rival to the Mini Countryman and Audi Q1.

The F-Pace will be the first competitor Jaguar has had to the likes of BMW's X models and Audi's Q range, potentially opening up thousands of new sales as the SUV market continues to expand.

Company insiders have all but confirmed additional models, saying: "Don't think in terms of one more SUV think a family of SUVs."

The smallest, Q1-sized SUV

would be little more than four metres in length. The company is believed to see more brand cachet in a small SUV than in a supermini and, crucially, it would be able to charge more for a jacked-up baby model than it would a rival for the Audi A1 or Mini hatchbacks.

A larger model than the F-Pace is not thought to be part of Jaguar's plans. There had been speculation that a sevenseat, long-wheelbase SUV was in the pipeline, but company insiders have indicated the performance intentions of the Jaguar SUVs will make a model larger than the F-Pace unlikely.

This sporty intention means

that coupé versions are also thought to be likely. These will rival similar cars from fellow premium manufacturers.

BMW and Mercedes-Benz already offer coupé-styled SUVs, with more to follow. BMW's X6 and X4 will be joined by the X2 next year, while Mercedes will add a GLC Coupé to join its existing GLE Coupé in 2017. Audi also plans to release a Q6 and a Q8 in 2018 and 2019 respectively.

Like their rivals, any coupé offshoots of the F-Pace would have sweeping lines, although it is likely they would be available only with four passenger doors rather than two.





UV family

First electric Jaguar on the way, too

The sporty nature of the new family of SUVs will not be confined to their styling, as they look set to do justice to the 'Pace' suffix in their name.

It is expected that Jaguar will offer R and SVR versions of its SUVs, since the company plans to pitch the models as technical flagships.

Previously, Steven de Ploey, brand director of Jaguar, has said of the SUV family: "We'd only do it on two key attributes: if the car was dynamically the most capable, and it met our design standards."

Meanwhile, an electric Jaguar has also been all

but confirmed. Ian Callum, Jaguar's design director, has said recently, "It's coming", when talking about a potential electric Jaguar, while JLR has applied for a series of patents for technology related to inductive charging.

Jaguar has also applied to trademark the name 'EV-Type', Although this is no indication of a definitive name, it does suggest that such a model is close.

Any future electric EV-Type looks likely to be made at the Magna Steyr factory in Graz, Austria. Jaguar has confirmed that it will be moving some model lines to the facility to >

JAGUAR LAND ROVER'S breakneck expansion has resulted in its three UK factories (Halewood, Castle **Bromwich and Solihull)** operating at close to full tilt.

The arrival of the XE saloon, new XF saloon and F-Pace within a 12-month slot has placed enormous pressure on JLR's production specialists.

The race for scale - it's thought that in the nearmedium term JLR needs to be selling 800,000 vehicles each year to be big enough to ride out future recessions - and launch of new models means the company will need extra factory capacity.

A plant in China (with partner Chery) is already producing cars, and a Brazilian facility is currently under construction. However, the biggest

than 200,000 cars per year, is expected to be built in western Poland. JLR has already signed a deal with

capacity of more

specialist Austrian maker Magna Steyr to build "entire future cars", without saying what will be made. It's thought the model will be JLR's first electric vehicle, which will probably be produced only in relatively modest numbers.

Unions have so far been relaxed about JLR's global expansion. Roger Maddison, Unite's chief negotiator for the motor industry, said the model that will be made in Austria "would not have



been able to fit into any of the UK plants".

Maddison also said JLR's long-term annual production aim could be 1.2 to 1.5 million vehicles.

Maddison said Unite was seeking talks with JLR on the issue of job security in the UK as a decision on a European plant gets closer.

On the Land Rover production line



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← free up capacity at its UK plants. The F-Pace will otherwise be built at the company's plant in Solihull in the West Midlands.

The staple engines in the F-Pace will be the new four-cylinder Ingenium petrol and diesel units that made their debuts in the Jaguar XE saloon and Land Rover Discovery Sport this summer.

They include a 2.0-litre diesel engine in two states of tune: 161bhp and 178bhp. The lower-powered version emits 99g/km of CO_2 and claims a combined fuel economy figure of 75mpg in the Jaguar XE, although this is likely to be lower in the larger F-Pace.

Other engines will include a supercharged 3.0-litre V6 petrol engine, set to power the sportiest version of the F-Pace when it is first launched. Prototypes have been spotted testing with large exhaust pipes, red brake calipers and chunky alloy wheels,

all marking them out as a performance variant.

The F-Pace is based on a new platform, known as iQ[AI], which is forming the basis of a series of new Jaguars. The lightweight, aluminium-heavy platform is scalable and allows for high and low seating setups. It has already made its debut in the new XE saloon.

Once it has been established, the F-Pace is set to combine with the XE to push total Jaguar sales beyond 200,000 units a year, up from last year's total of around 80,000.

The model will make its official public debut at the Frankfurt motor show next month, before going on sale early next year.

Pricing has not been confirmed, but the F-Pace is expected to compete with rivals including the Porsche Macan and BMW X3, meaning prices should start at around £35,000 and rise to £50,000.









WHEN WAS THE last time you saw a child seat in the back of a Jaguar? That's probably not something you've ever considered, but you can be sure Jaguar's product planners are well aware of the brand's demographic limitations.

A Jaguar dealer once told me a story about the XK coupé. It was a fine car but was, in effect, a two-seater with jump seats in the back.

The dealer said a Porsche 911 driver once appeared at the dealership and pulled the child seat out of the back of his car and tried to fit it into the XK, without success. With zero chance of accommodating his child, the frustrated Porsche driver had to abandon the idea of owning a Jaguar.

The short version is that affluent, early middle-aged car buyers are more likely to have children than not, and Jaguar has never really been seen as a family brand.

Indeed, the only serious family vehicle it has so far produced in its long history is the XF Sportbrake.

Associated with older buyers, Jaguar is pushing hard to gain a more youthful image. For example, the XF wagon and its sponsorship of the Sky cycle race team accompanied the launch of the F-Type sports car.

However, the F-Pace (so named in order to be associated with the F-Type) will be the long-awaited breakthrough for Jaguar's family image. It will be a premium SUV of the type that has been a huge seller for major brands from Audi to Volvo.

Jaguar wants to modernise its image. The F-Pace will be a huge leap in that direction.



New A6 sets standard for

Fifth-gen executive model is set to arrive in 2017 with similar looks and tech to the next A7 and A8

udi has stepped up development of its new A6 more than two years before it is due to reach UK showrooms.

The fifth-generation A6 is being engineered in a joint programme with new versions of the A7 and A8. It's known under the internal name C8.

All three new models share platform, driveline, chassis and electrical systems to improve economies of scale.

Stylistically, the new
A6 leans heavily on Audi's
Prologue concept car. The next
A7 and A8 are set to share a lot
of their look with the A6, too.

Audi design chief Marc Lichte said: "We designed the new A6, A7 and A8, then put the essence of all three into the Prologue. Every element can be traced to the production car."

Key design elements include a wide hexagonal single-frame grille, angular headlights with distinctive LED graphics and a more heavily contoured bonnet. At the side are larger wheel houses, a flatter roof line and pronounced haunches over the wheel arches.

The rear will feature OLED tail-lights, which are set to be previewed on a new Audi concept SUV at the Frankfurt motor show in September.

Inside, there is a newly designed dashboard and an allnew control layout. Employing the same touchscreen and enhanced touchpad MMI (Multi Media Interface) functions as the next A8, the new dashboard will support up to three high-definition monitors.

There is an instrument display behind the steering wheel, a multimedia display mounted high in the driver's line of sight and a third display lower in the centre section of the dashboard for features such as the air conditioning.

A new connectivity platform uses the latest in wireless local area network technology. This will allow continuous updating of traffic conditions for the navigation system, as well as software updates for the control system.

Although the new A6 has similar external dimensions





big Audis

to today's car, it's claimed to have more interior space thanks to its secondgeneration MLB platform.

The new A6 has a slightly longer wheelbase, wider tracks and shorter overhangs, freeing up space both front and rear. Luggage capacity is set to rise over today's 530 litres (saloon) and 565 litres (Avant).

The new platform adopts a high percentage of hotformed high-strength steel, aluminium and carbonfibre-reinforced plastic to cut weight. Audi sources suggest the entry-level four-pot petrol A6 weighs well under the 1535kg of today's A6 1.8 TFSI.

Power for the volumesellers will continue to come from an extended range of four-cylinder engines. These will be revised versions of today's petrol and diesel fours and offer similar outputs to those used by the new A4.

More luxurious petrol A6s will use new 3.0-litre V6 and 4.0-litre V8 engines sourced from the Audi-Porsche 'Kovomo' engine joint venture, according to insiders.

Audi also plans a new range of V6 and V8 diesels with electric turbocharging – a technology Audi will launch on its upcoming SQ7.

In addition, Audi will give A6 buyers the option of a petrolelectric or diesel-electric plug-in hybrid system. GREG KABLE

Audi S8 Plus: 189mph and 0-62mph in 3.8sec

A MORE POWERFUL version of the Audi S8, called the S8 Plus, is set to go on sale in the UK from January.

The S8 Plus is powered by the same twin-turbocharged 4.0-litre V8 engine as the standard 513bhp S8, but its power has been boosted to 597bhp. Torque peaks at 516lb ft in normal use, but an overboost function can temporarily lift that to 553lb ft. Audi claims the S8 Plus can reach 62mph from rest in 3.8sec, making it the fastest S8 model yet.

The S8 Plus's top speed is limited to 155mph, but an optional Dynamic Package can lift that to 189mph. The same package also equips the car with carbon-ceramic brakes and a modified sports exhaust system.

The S8 Plus's standard features includes a fullleather interior, powerassisted doors, a DVD player and 21in alloy wheels.

The S8 Plus is priced from £97,700 – almost £17,000 more than the standard S8.







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uzuki's B-segment iK-2 concept from March's Geneva motor show will reach the UK in production form next summer, badged as the Baleno.

This preview picture shows the new five-door hatchback's styling is almost identical to that of the iK-2 concept. Suzuki says the car combines "a stylish design, spacious interior and new technologies".

The Baleno will be the first model to be powered by Suzuki's new turbocharged 1.0-litre petrol Boosterjet engine. A mild hybrid version utilising a 1.2-litre petrol engine and lithium ion batteries - will also be available, but most

likely not at the car's launch.

Suzuki savs the car's lavout. and the materials used in its construction, have been geared towards reducing weight "in order to meet the rigorous size and weight requirements specific to compact cars".

Autocar reader Kate Hudson-Hall spotted a camouflaged prototype of the Baleno testing in the Lake District recently. The prototype's dimensions appear to make it longer, wider and lower than the Swift.

The larger dimensions should give the new Suzuki more boot space than the Swift, which offers 211 litres with its rear seats in place.

The Baleno sits on a newgeneration platform, which is expected to underpin more new models. In particular, Suzuki is expected to use it as the basis for a crossover to rival the Nissan Juke.

Those plans form part of Suzuki's strategy to launch six new models by 2017. Among them a production version of the iM-4, an A-segment 4x4 concept also revealed at Geneva, and a replacement for the current Swift, which will be six years old in 2016.

Given its larger dimensions, the Baleno is likely to be priced above the £8999 starting price of the current Swift.

DARREN MOSS



Ferrari F12 Speciale gets hardcore aero package

THE UPCOMING FERRARI F12 Speciale will receive a more hardcore aerodynamic package to complement a power output of around 760bhp and a kerb weight

up to 200kg lower than that of the standard car.

The F12 Speciale's bodywork has been seen undisguised ahead of a likely debut at the Geneva show next March.



The image shown here reveals several of the aerodynamic tweaks that Ferrari will implement for the F12 Speciale. These include vented wheel arches, a front spoiler and a rear diffuser.

The photo, which shows other Ferrari models in the background, is understood to have been taken in Italy.

Designed to be a lightweight version of Ferrari's F12 flagship, the F12 Speciale is expected to be a full-scale production car in the same vein as the 458 Speciale, rather than a limited-run

model. The standard F12 Berlinetta will continue in production alongside it.

A weight saving of up to 200kg would mean that the F12 Speciale would tip the scales at a remarkable 1430kg. Meanwhile, the F12's 730bhp 6.2-litre V12 is believed to have been given a 30bhp power boost to 760bhp.

If that's the case, this will elevate its power-to-weight ratio from 447bhp per tonne to 531bhp per tonne. That would not only give it clear bragging rights over its closest rival, the Lamborghini Aventador

LP750-4 Superveloce, but also put its performance on a par with that of the Porsche 918 Spyder hypercar.

Expect a 0-62mph time of 3.0sec or quicker. However. the 211mph top speed of the current F12 may be reduced by the drag from the extreme aerodynamics package.

There is no word on price. However, the F12 Berlinetta has a list price of £240,083 and the 458 Speciale was around £30.000 more than the 458 Italia, so it is unlikely buyers will receive much change from £300,000.



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Mazda goes beyond CX-5

Frankfurt show Koeru concept to preview new range-topping seven-seat SUV

azda's Koeru concept, which will make its global debut at the Frankfurt motor show next month, previews a future seven-seat crossover that is likely to crown Mazda's SUV line-up in the UK.

Designed by Luca Zollino, lead designer at Mazda's European R&D centre in Germany, the five-door, seven-seat Koeru is described as making "a bold statement

in an increasingly popular and competitive segment".

Mazda says it will "surpass existing standards and raise the bar for performance, efficiency and overall value".

Koeru means to 'exceed' or 'go beyond' in Japanese.

The concept's swept-back design gives it a different appearance from Mazda's current SUV offerings, the CX-3 and CX-5. Its shape is more akin to the new

generation of SUV coupés such as the BMW X6 and Mercedes-Benz GLE Coupé.

The concept is expected to be a little larger than the CX-5. Such dimensions would place it in competition with the Land Rover Discovery Sport and Kia Sorento, both of which can seat seven.

Mazda has confirmed that the concept will be powered by its Skyactiv engine range. No further details have yet

been revealed, but the firm's 2.2-litre diesel, currently offered in the CX-5, seems like the most obvious candidate.

Underneath, the new model is understood to be related to the Mazda 6 Tourer, which measures 4805mm in length.

By comparison, the standard CX-5 measures 4555mm. The extra length will be necessary to add a third row of seats. **DARREN MOSS**

Renault's X-Trail equivalent now testing



RENAULT'S NEW D-segment crossover has been spotted testing for the first time ahead of its launch in Europe in 2017.

The as yet unnamed model is based on the Nissan X-Trail and will sit above the Kadjar in the French firm's line-up.

These spy pictures give little away about the SUV's styling, although it's expected to take inspiration from the Kadjar. A large Renault badge and grille can be seen at the front, while some plastic body cladding can also be seen around this test mule's lower edges.

As the X-Trail is available in both five and seven-seat forms, it's highly likely that at least one variant of Renault's large crossover will offer seating for seven.

Like the Kadjar, the car's cabin is expected to feature a digital instrument cluster and will come with the latest version of Renault's R-Link infotainment system.

Engines will be lifted from the X-Trail range and will include the same 1.6-litre diesel already offered in the Qashqai and Kadjar.

Like the X-Trail, the new crossover will be offered with a choice of front-wheel drive or four-wheel drive

The new car was confirmed earlier this year by Renault design boss Laurens van den Acker, who said of the Kadjar: "[The Kadiar] needs to become the bridge to the D crossover, so this car has an important role to play."

Confidential

LOTUS CEO Jean-Marc Gales doesn't think a hybrid powertrain is appropriate for the company's sports cars because the batteries run down too quickly in highperformance driving and add too much dead weight. However, a hybrid system with a very small internal combustion engine and quickly chargeable batteries is on the agenda for the company's upcoming SUV, which will be designed for such a powertrain from its inception. It'll be on sale, at first exclusively in China, from 2020



EARLY EXPLORATORY work has begun at Toyota's Burnaston plant to investigate how it can be adapted for manufacturing cars built on the firm's innovative New Global Architecture system. The first cars to sit on the platform are the new Prius and C-HR SUV, but the Auris, which is currently built in the UK, will switch for its next generation, expected to be launched around 2018.

HONDA UK's head of cars, Leon Brannan, insists that there "won't be an HR-V Type R in a million years". There will be style packs made available on the HR-V to emphasise a rugged or sporting look, but Honda is keen to avoid watering down the Type R reputation.

SKODA IS TO tweak the settings of the optional adaptive dampers available on its new Superb Estate, in order to improve body control in Comfort mode. This softest setting has been criticised for being overly sloppy, but company execs claim they've made alterations to improve rear damper rebound in particular. The changes will be implemented on cars built after September.

UK NEW CAR SALES INCREASE

The UK's new car market grew by 3.2% in July, compared with the same month in 2014. Figures from the Society of Motor Manufacturers and Traders show 180,000 vehicles were registered, while sales so far in 2015 have topped 1.5m cars.



BTCC CHAMPS AT GOODWOOD

A total of 14 BTCC race winners will compete at the Goodwood Revival from 11-13 September. The drivers will take part in historic sports, GT and saloon car races. They include Jason Plato, Matt Neal and WTCC champion Andy Priaulx.





MW, Audi and Mercedes-Benz are to share user data to improve in-car navigation systems, after the three German manufacturers joined forces to buy Nokia's mapping division for almost £2 billion.

The manufacturers' consortium fought off reported interest from taxi giant Uber to buy Nokia subsidiary HERE for €2.8bn (£1.9bn). HERE has maps for almost 200 countries and provides live traffic

information for 33 of them. Nokia has claimed that its data is installed in around 80% of new-car multimedia systems.

The move is a bold one from BMW, Daimler and Audi. The last of those brands means, in effect, that the VW Group is committed to the deal.

It also means the three manufacturers remain wedded to their own navigation systems, despite the increasing influence of brands such as Apple and Google. Ulrich Hackenberg, Audi's technical development chief, revealed the deal would allow HERE's systems to benefit from increasing amounts of user-supplied information, known as 'swarm intelligence'.

"HERE will be able to offer users a continuously improving product, bringing highly automated driving and location-based services a step closer," he said. "As the volume of anonymised data from the vehicles increases, services



Technology race risks car security

CAR MANUFACTURERS
need to reconsider the digital
security of their products
following the most recent
case of vehicle hacking in
the US, says Professor Kevin
Curran, a senior member of
the Institute of Electric and
Electronics Engineers.

Hackers were able to control many of the functions of a Jeep Cherokee while it was being driven on a public road. They used what's been described as a "flaw" in the vehicle's infotainment system to control the windscreen wipers, radio, climate control and accelerator. They also controlled the brakes and stopped the engine.

Professor Curran told
Autocar that manufacturers
appeared to be more
concerned with beating the
competition to market with
new technology, rather than
fully testing its security.

Fiat Chrysler Automobiles said no vehicles in the UK are affected by the flaw, and that it has since been corrected in the US via a software update.





JOHN MCILROY

Greater good or great profits?

IT'S VERY NOBLE of Dieter Zetsche to suggest that Audi, BMW and Mercedes have sunk nearly £2 billion into HERE in a bid to secure independent mapping services for all, but the truth is that an



investment like this will need to bring a better return than just the greater good.

Car manufacturers are increasingly concerned that they are little more than hardware suppliers in an era where software – the services provided on board vehicles and the interfaces that allow us to interact with them – is becoming increasingly significant. The more we interact with our cars' systems, the more manufacturers will know about us. Such user behaviour is precisely the sort of information the likes of Google and Apple are beginning to turn into profits.

Buying HERE from Nokia won't allow Audi, BMW and Mercedes to turn on that sort of revenue stream overnight, but it is a clear sign that they're not prepared simply to allow non-automotive companies to charge in and make cash out of the centre console.

will become more convenient, more connected and more tailored to users."

Mercedes' Dieter Zetsche added: "High-precision digital maps are a crucial component of the mobility of the future.

"With the joint acquisition of HERE, we want to secure the independence of this central service for all vehicle manufacturers, suppliers and customers in other industries."

It's thought that swarm intelligence will generate

information on poor conditions such as icy roads, and traffic flow, possibly extending to predicting traffic light changes to improve fuel efficiency.

Tailoring the information and services to each user's needs is likely to become increasingly important in the near future.

It's also highly likely that the three manufacturers will use HERE-sourced data to assist in the development of autonomous vehicles.

JOHN McILROY



New Touring for 2017

THE NEXT-GENERATION BMW 5 Series Touring has been spotted testing for the first time. The new estate will go on sale towards the middle of 2017, around three months after the seventh-generation saloon arrives in showrooms.

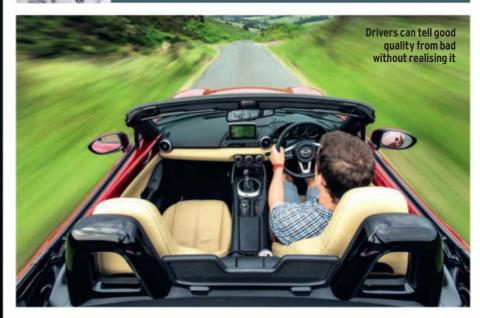
Engines are set to mirror those offered on the saloon and will include a family of common

2.0-litre and 3.0-litre petrol and diesel engines, as well as a plug-in hybrid.

A replacement for the current tri-turbo, 3.0-litre six-cylinder diesel is also planned. Sources close to BMW recently revealed plans for a new quad-turbo unit which is said to develop well over 400bhp and 590lb ft of torque.

Tester's Notes

Matt Prior



arning: techy, slightly geeky column approaching, about the quality of manual gearshifts. Yes, 500 words on them – considerably more than most commentators would persevere with but, believe me, far less time and effort than transmission engineers, managers and marketers spend trying to make the way you pull from third to fourth gear feel 'premium' or 'sporty'.

Can a gearshift feel premium? It can, and it matters, because there are lots of car companies who'd like to move upmarket. It's the only way they can think of to make money.

Some realise they won't achieve it by simply throwing into a cabin a bit more leather here and a bit more real metal (instead of plastic metal) there. Some have tried that and then wondered why, despite using pretty much the same materials at the same cost as an established premium – read

Thanks to some clever springing, the Mazda MX-5 sucks the gearstick home, willing you along

'big German' – rival, customers sit inside their cars and don't quite buy into it.

I think it's because people have an innate ability to detect quality, whether they realise it or not. They see that, yes, they're sitting in a cabin where the leather looks convincingly like dead cow, but they notice the clutch has a weird action and the steering column adjuster flops about. They recognise, too, that the gearshift feels the same as the one from that car they hired on Mykonos four years ago.

A premium feel, then, is more than just about surfaces and equipment; it's about engineering and quality, too.

When it comes to gearshifts, Mazda gets this. A few months ago, when I first drove the new MX-5, the car's engineers showed me reams of graphs and diagrams concerning its gearshift. What makes it good is not just the length of the throw, or the length of the gearlever, or the overall weight of the shift, they said. It's the way that, once you've got most of the way into a gear slot, the gearlever overcomes an over-centre resistance and then pulls itself home. You do part of the work and, at a certain point, you could let go of the lever and it would do the rest itself.

That's how it feels premium, or maybe even sporty. It helps you to drive it. As a driver, you might not get the 'why'; you just feel like the car is helping you. You initiate the change, but thanks to some clever springing, it sucks the gearstick home, willing you along, on your side.

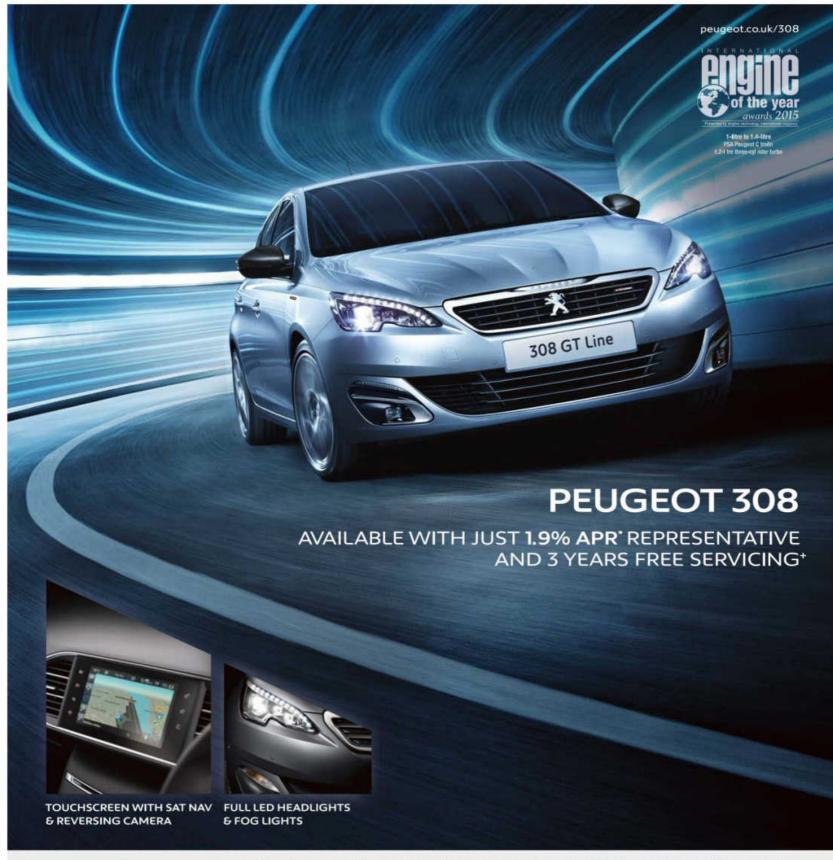
There are cars – sports cars, even – that don't do that. You have to pull the lever all the way home and, whether you realise it or not, the shift makes it feel like the car's working against you. That one little detail can make a car less rewarding.

Multiply that feature by about 100 other different driving characteristics and you can see that the road to quality is long.



matt.prior@autocar.co.uk

@matty_prior



PEUGEOT **COTTAL** Official Fuel Consumption in MPG (I/100km) and CO2 emissions (g/km) for the 308 Range are: Urban 38.2 – 80.7 (7.4 – 3.5), Extra Urban 61.4 – 97.4 (4.6 – 2.9), Combined 50.4 – 91.1 (5.6 – 3.1) and CO2 130 – 82 (g/km).

(7.4 – 5.3), CXTra Orban 61.4 – 97.4 (4.6 – 2.9), Commoned 50.4 – 91.1 (5.6 – 5.1) and CO2 130 – 82 (g/km).

MPG figures are achieved under afficial EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-rood driving conditions. 71.9% APR Representative up to 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only, A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/A Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 10A. All offers available in qualifying vehicles ordered and registered between 01.07.15 and 30.09.15 or until such time as they may be withdrawn by Peugeot of its complete discretion. Excess mileage charges may apply. Three years free servicing offer is for 508 by models ordered between 01.07.15 and 30.09.15 offer applies to qualifying retail customers only. Price includes VAT. Servicing offer is ovailable in conjunction with all other consumer affers. Servicing element includes: scheduled servicing (including pollen filters) and brake and engine oil of replaced at the intervols stipulated by the Manufacturer, together with all associated labour costs. Wear parts are excluded. Expires at 36 months or 30,000 miles (whichever occurs sooned; Stort date Fox Servicing is original date of vehicle registration. Full details of the terms and conditions will be supplied when placing the vehicles of the terms and conditions will be supplied when placing the vehicles of the terms of continuous of the terms of continuous of the terms of conditions offer at any time. Model shown is a 308 Hatchbook GT Line. All Information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions.

PEUGEOT 308





A Week In Cars

Steve Cropley



MONDAY

Should I buy a Land Rover Defender? I'd like a quid for the number of car-obsessed friends I've heard asking themselves this crucial question since (a) it was announced that Landie's legend would not be made beyond the end of this year and (b) Land Rover's inspired design chief, Gerry McGovern, was let loose to devise three 'Heritage' models that powerfully enhanced its already towering appeal.

A dozen people I know have put their name down, but I wouldn't expect more than a third to follow through. (Given the size of the demand, this will be plenty.) That's how it was with Morgan back in the day of the alleged seven-year waiting list. People just liked saying they were on it. They'd get to the front and go to the back again.

I suspect there will be Morgan/Defender parallels to be drawn on the depreciation front, too. I reckon the 90 Heritage in Grasmere Green, reposing in our car park right now, would be an unusually safe place to stick your shekels. I could have bought a similar heritage edition 17 years ago for £18k, and I'm sure it'd draw that money today.

The Met let it be known that nearly all British bank robberies featured a Transit. Sales soared

TUESDAY

We've put 6000 miles under the wheels of our Ferrari FF since it came our way about three months ago. That must make it one of the most-used Fandangos in the country. I haven't done all the miles myself, of course, but must be responsible for 4000ish.

It may sound weird, but it

has taken me all this time to feel honestly at home with the car. It's not that the FF is hard to drive - the reverse, in fact. The driving position is spacious and luxurious. Visibility is fine. The monster power is tamed by a very capable gearbox, great grip and stability to burn. No, your ability to relax is impeded mostly by the fact that the arrival of this red Ferrari always seems to be an occasion for those seeing it for the first time. It's never ordinary.

Funnily enough, my recent trip to Pendine Sands to watch the Blue Bird commemorative run at last created the right conditions. On that trip, I was alone with the car for three hours each way and, although not swift, it was one of my most absorbing drives of the year.

And another thing...

We raised a glass to our departed friend and former Autocar features editor Steady Barker at the VSCC's recent Prescott hillclimb meeting, always the favourite in his calendar. The picture shows why...



Heritage Defender is likely to hold its value brilliantly

WEDNESDAY

Three days ago, if you're reading this on Autocar's official publication day, the Ford Transit had its 50th birthday. Eight million of them have been made over the half century, mostly white and mostly in the UK, and nowadays (because there are at least three different 'flavours' of Tranny) someone buys one every 180 seconds.

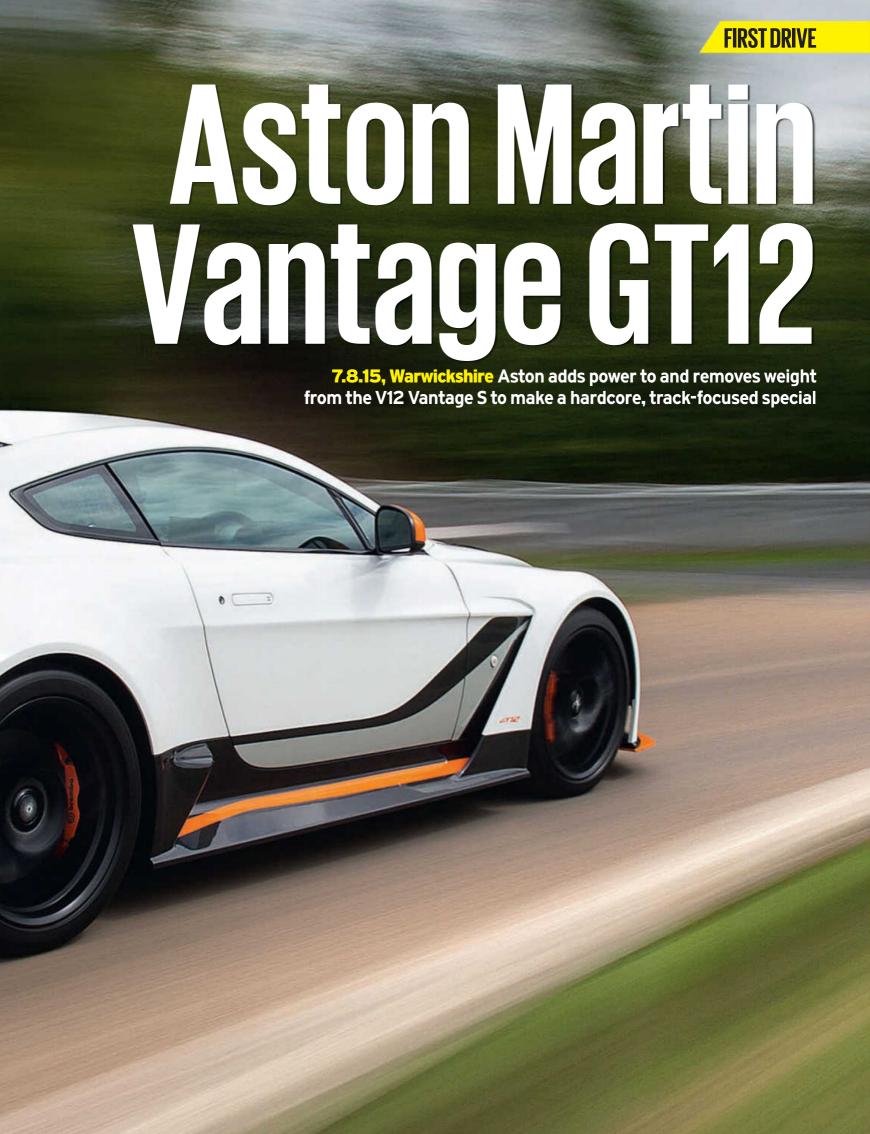
At times like these, people in the publicity engine room of Ford are inclined to produce '50 facts you never knew about the Transit' lists. To this, I would like to add another: during the 1970s, for reasons that are hard to grasp, the Met Police let it be known that nearly all British bank robberies featured a sliding-door Tranny. Sales soared.

FRIDAY

More on the Defender, because I've been driving them all week. Truth is, I've never known a vehicle that so efficiently shows up the variability of my driving - which hitherto I've always thought was, if not good, then at least consistent. But I've discovered this week that when I'm concentrating, a Defender (which needs precise handling to proceed smoothly) feels exhilaratingly mechanical and in touch with the magic of forward motion, quite different from the rubberised contraptions we normally drive. But when I'm pre-occupied or tired, it seems as rough as a cement mixer. Those who drive them every day (of which there are many, even in London) will know what I'm talking about.







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£179

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Multimedia system with Bluetooth®

Rear-view parking camera



ALWAYS A BETTER WAY



A STRIKING, ALLURING, **REMARKABLE 0% A**

> TOYOTA HYBRID



Yaris Hybrid Icon 5 door 1.5 VVT-i Auto. Official Fuel Consumption Figures in mpg (I/100km): Urban 91.1 (3.1), Extra Urban 85.6(3.3), Combined 85.6 (3.3). CO₂ Emissions 75g/km. The mpg & CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Yaris Hybrid Icon 5 door 1.5 VVT-i 5 Auto at £16,195. Price excludes Pure White paint at £250. Prices correct at time of going to press/print. *0% APR Representative available on new retail orders of Yaris (excluding Active) when ordered between 1 July and 30 September 2015 and registered and financed through Toyota Financial Services by 31 December 2015 on a 42 month AccessToyota (PCP) plan with 0-32% deposit. *Payment shown is based on a 42 month AccessToyota contract with £2,196 customer deposit, £900 Finance Deposit Allowance and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered

office Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over contracted charged at 8p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year /100,000 mile manufacturer warranty subject to terms and conditions.



growing frustration at seeing other brands' GT3 cars so well represented at track days" is how Marek Reichman, Aston Martin's design director, explains part of the thinking behind the Vantage GT12.

This, then, is the most hardcore, track-focused variant of the Aston Martin Vantage, which, in V12 S form, is already hardly a shabby track car in itself. It's so unshabby, in fact, that we placed it in the top three in our Britain's Best Driver's Car contest two years ago.

The GT12 – which was to be called GT3 until Porsche became unnecessarily uppity about the name – takes the V12 S as a base and makes it even more extreme. Think of it as

Aston Martin's answer to a Ferrari 458 Speciale, only it's yet more exclusive and yet more expensive. Aston will build 100 (all of which are already sold) at £250,000 apiece.

The changes run pretty deep to justify that cost, though, and they're inspired by Aston's own GT3 race cars. Hence the wings, the splitters and the (optional) paint finish. This is the lowest, widest Vantage ever, then, some 50mm wider than standard and fitted with lightweight carbonfibre bumpers, front wings, bonnet and, optionally, roof. Get really serious about saving weight and you can specify plastic rear and rear quarter windows, too.

Do so and you're looking at a car that is an impressive 100kg lighter

than standard, at 1565kg at the kerb. The body alone is 20kg lighter, which isn't bad going given that it now includes a wing the size of a picnic table on the bootlid. It, along with a new splitter and rear diffuser, makes sufficient downforce that the top speed drops from the 205mph of the V12 Vantage S to 185mph. No complaints from us; there's barely a circuit in the world where you'd hit more than that in a road car anyway.

Inside, the weight saving is, typically, even easier to find than it is on the outside. Substitute leather and foam, and whatever they cover, with a single layer of carbonfibre and you have the makings of a cabin that feels the part – especially when it's finished this impeccably. What

isn't carbonfibre is Alcantara, both of which I rather like, and even though it might seem a bit incongruous to retain the stereo and satellite navigation, we must remember that this is a track car, not a racing car.

To go with the weight decrease comes a significant power increase. The standard V12 Vantage S makes 565bhp, which is plenty for its chassis. The GT12's 5.9-litre V12 receives magnesium inlet manifolds with revised geometry and a titanium exhaust system (saving 19kg alone) and it now produces a walloping 592bhp.

The 0-60mph time falls by 0.2sec to 3.5sec, which may not sound like a great deal, but remember this is a front-engined, rear-wheel-drive car







60 3NJOY THE NEW MG6

MG3 From £8,399

The new MG6 really is an MG to shout about. It is our best MG6 yet, at just a fraction of the price. Starting from just £13,995, the all-new MG6 comes equipped with incredible value, LED daytime running lights, 16" Alloys, easy air conditioning and one of the largest interiors in its class as standard. There has never been a better time to go large, so why not test drive the new MG6 today?

Or from £8,399, the MG3 has lots of exciting extras including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

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Model shown is MG6 at £17,995. OTR prices from £13,995.0% APR representative not available on entry-level MG6 model.



REPRESENTATIVE WITH DEPOSIT CONTRIBUTION on selected models.



NEW MG6 Fuel Consumption mpg (I/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km. MG3 Fuel consumption mpg (1/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown — NEW MG6 DT-TECHTL in Plastice Red at £17,995. MG3 3FORM SPORT in Stack on Bloc with Writes Trophy Sorper at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG3 5 On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £8,399 applies to the MG3 and New MG4 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Fruncis by MG3 Financial are to be used as a glide for comparative purposes and may not be representative of actual drivi Services, a trading tiple of GMAC UK pic, PO Box 6666, Cardiff CF15 PYT subject to susua anal rs. Applicants must be aged 18 or over at participating dealers. Ple



The GT12 retains much of the charm that makes the V12 S so special

← and traction, whether you have 550bhp or 600bhp, is the limiting factor. So too, likely as not, is the single-clutch, seven-speed robotised manual gearbox, which, although having a new torque tube and being recalibrated for faster shifts, could prove to be less sophisticated than the best dual-clutch automatics.

There's certainly a lot of old-school charm about the way the GT12 fires up. It's the sort of car best started away from neighbouring bedrooms very early in the morning; the noise, unadulterated by turbochargers, is pure and aggressive.

But overall the GT12 is only

similarly aggressive should you want it to be. There are three-stage adjustable dampers, which go from Normal, through Sport and to Track. Separately, there's a Sport mode for the powertrain that sharpens the throttle and gearshifts and makes more noise, more often.

Leave both settings in their easy modes and the GT12 retains much of the charm that makes the V12 $\rm S$ so special. By no means is it a cosseting GT car like a DB9 - there's too much road noise for that - but the underlying firmness never degrades into discomfort, while the steering is smooth, positive and,

for the most part, uncorrupted by cambers or surface imperfections. Like a Porsche 911 GT3 or a McLaren 675LT, the GT12 would be agreeable company between a UK home and Spa Francorchamps.

What it's like when it gets to a blistering race track is a verdict that will have to wait for another day, but on good UK roads - by which I mean, generally, quite bad roads - it's an extremely well-sorted car.

The ride in Normal gives sufficient body control for sensible driving, but flicking through to Sport adds a spot of extra composure. Track is too firm for British roads, but the variations

between modes aren't miles apart, and that's exactly as it should be. These are settings that feel honed by drivers and engineers who haven't been told to make exaggerated differences between modes just so customers can feel them more easily.

The rest of the chassis builds on the strengths that were already there. Despite having a large-capacity V12 up front, the GT12 doesn't feel particularly nose-heavy. Yes, it feels less agile than, say, a 458 Speciale or a 911 GT3, but given where the engine is and the size of it, that's no surprise whatsoever. But it's definitely more sports car than GT. >







Trail the exceptional brakes into a corner and the nose stays firmly planted, and there's fine mid-corner balance. On the way out of a bend, it's the traction control, rather than the throttle, that dictates how quickly you'll enter the next straight. Disable the electronics and it feels like there's abundant opportunity

to light up the rear tyres (something we'll explore more on track later, rather than on the road in the middle of Warwickshire), but the throttle response and the noise, should you want, are truly spectacular.

So, too, is the steering. This is a high point of the V12 Vantage S – superior in weight, feel and speed

to, say, a Ferrari F12's rack – and it absolutely remains that way here. It gives the sort of feedback for which I'd rightly be laughed out of the office for calling something such as 'granular', but it is supremely informative and natural in feel. The short of it is that the steering tells you precisely what you want to know, and very little that you don't want to hear, about what's going on with the front wheels.

And the gearbox? Well, it changes gear when you ask it to, but beyond that, let's not dwell. It's unusual these days to find an automated gearbox that responds more smoothly if you lift the throttle mid-shift. It's better if you're flat out, which, on the road, you rarely will be.

Still, it genuinely doesn't seem to matter that much in a car such as this. The Vantage GT12 is a terrific driver's car. It's raucous and loud when you want it to be yet acceptable company when you don't, while at all times it's honest. This is a sports/GT car right out of the old school, and it's all the better for it.

MATT PRIOR



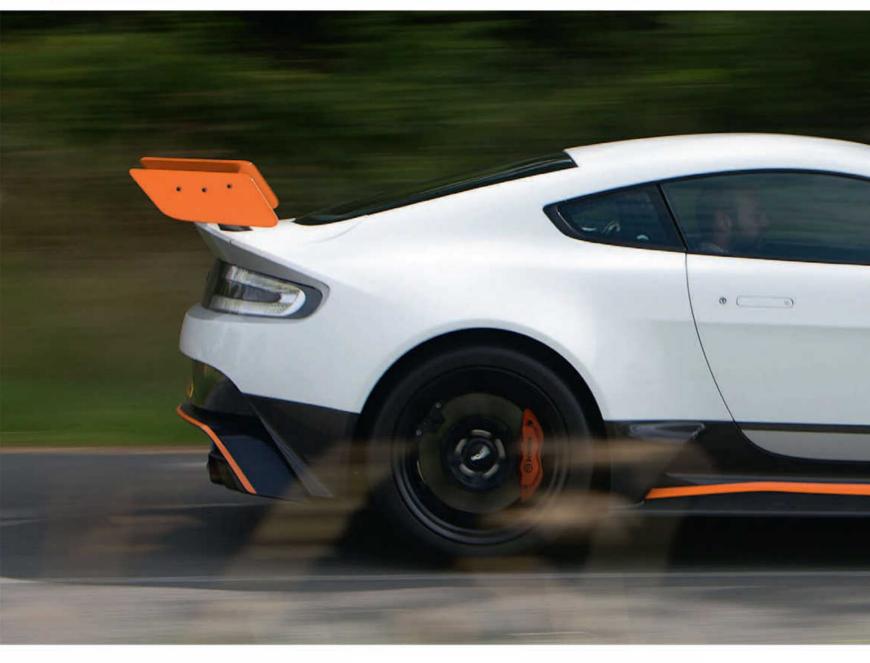
ASTON MARTIN VANTAGE GT12

An old-school take on the track-focused theme: exclusive, expensive and addictive



Price	£250,000
Engine	V12, 5935cc, petrol
Power	592bhp at 7000rpm
Torque	461lb ft at 5500rpm
Gearbox	7-spd robotised manual
Kerb weight	1565kg
Top speed	185mph
0-60mph	3.5sec
Economy	19.8mpg (combined)
CO ₂ /tax band	332g/km, 37%





FIRST DRIVE











ot that many years ago, the brand synonymous with American luxury cars broke with tradition to go head to head with Mercedes-AMG and BMW's M division. Today, virtually all premium brands offer powerful and stiffly suspended variants of their normally sedate saloons, but Cadillac is no longer the newcomer to this battle.

Following two previous generations of performance-minded models, Cadillac's latest CTS now gets the V treatment. This time around, coupé and estate variants are gone, along with the availability of a manual gearbox. So the new CTS-V is exclusively a rear-wheel-drive, automatic four-door saloon.

The CTS-V's supercharged 6.2-litre V8 is a derivative of the engine developed for the Chevrolet Corvette Z06 but is a wet-sump iteration that develops 640bhp and 630lb ft. Cadillac touts this engine as being more powerful than the Mercedes-AMG E63's and BMW M5's. Even so, those outputs are slightly down from the Z06's and, according to Cadillac,

are due entirely to exhaust manifold packaging constraints within the CTS platform.

Power is delivered to the rear wheels through a rapid eight-speed automatic transmission. The rear differential is the electronically controlled kind and driveshafts are asymmetric, developed specifically to avoid the dreaded axle hop under hard straight-line acceleration.

The full performance makeover includes General Motors' new Alpha platform, which will also underpin the upcoming Chevrolet Camaro. Chassis improvements make for a 25% stiffer bodyshell than the regular saloon's and the CTS-V is suspended by GM's third-generation Magnetic Ride Control dampers.

Brakes are six-piston Brembos up front and four-piston at the rear. Although the rear brake discs are single-piece items, the fronts are two-piece, 390mm-diameter rotors. Michelin Pilot Super Sport tyres are fitted – 265mm wide at the front and 295mm at the rear.

The clean lines of the interior are

similar to those of all other Cadillacs, with delta shapes dominating your view. Available as an option are 16-way-adjustable Recaro front seats, but the large, high-backed buckets take their toll on rear leg room.

The CTS-V is differentiated externally from the standard car by its aerodynamic bodywork. A standard carbonfibre bonnet includes a central extractor for

It beats an M5 and E63 in both power output and top speed and covers O-62mph in less time







CTS-V has unique instruments, but the dashboard is the same as the standard car's; eight-speed automatic is now the only transmission option





Optional Carbon Fibre Package further boosts CTS-V's high-speed stability; Recaro front seats (another option) provide plenty of support

both heat and lift-reducing airflow, and the wings have grown to accommodate the wider wheels.

The front has a deeper splitter and larger grille opening to support the increased cooling demands of the 640bhp powertrain. The bootlid is fitted with a lip spoiler for 200mph stability, but the optional Carbon Fibre Package increases the size of both the spoiler and the front splitter.

Harnessing all 640 horses is intoxicating, and running down the long front straight of the Road America circuit, the CTS-V continues to accelerate hard past 150mph before braking for the 70mph first turn. Achieving Cadillac's claimed top speed of 200mph seems to require only a few more seconds.

For better lap times, the transmission is best left to shift for itself using Sport or Track modes or any of their various sub-modes. Shifts are dual-clutch rapid and downshifts rev-matched. Enthusiastic road driving, on the other hand, demands use of the magnesium shift paddles.

The brakes live up to the promise

of their specification, performing the repeated high-speed decelerations that Road America demands. Braking effectiveness was consistent over multiple flying laps and it's impossible to imagine any CTS-V owner over-taxing these brakes.

On track, the CTS-V doesn't display any bad habits, from transitions to steady-state, on-limit cornering, and it's remarkably well balanced. Much credit of the saloon's confident handling is due to the latest version of GM's Magnetic Ride Control dampers, which have welldefined modes. In the firmer modes, body and wheel motions are well controlled to keep the tyres in contact with the road surface, whereas a comfortable ride is the priority in Touring mode.

The cabin is finished with carbonfibre and microfibre trim. It can be optioned with even more suede-like material, including the headlining, as well as the steering wheel and shifter. The digital instrument panel is revised for the CTS-V, but the rest of the dashboard is familiar Cadillac, including the infotainment unit. If you're the 'set and forget' type, the voice activation features work flawlessly and keep the driver's concentration on the road.

Front-seat occupants enjoy the comfort of the optional Recaro buckets, but the seats seem like they could benefit from another inch of travel lower to the floor. On track, support is remarkably good, too, not least because of the aggressive bolstering and generous amounts of grippy microfibre upholstery.

If numbers are your thing, the CTS-V beats an M5 and E63 in both power output and top speed. It'll accelerate from a standstill to 62mph in less time, too. That said, while being bigger and brasher is fine, the CTS-V can't match the handling precision of its German competition.

To many, though, it'll be that unmistakable American style that makes the CTS-V appealing. It has the presence of a body builder in a tailored suit and the performance to match its looks.

BRIAN MAKSE



CADILLAC CTS-V

Big on American style, muscle and braking ability, but an M5 or E63 has more handling finesse



	500 000 / IX
Price	£98,000 (est)
Engine	V8, 6162cc,
	supercharged, petrol
Power	640bhp at 6400rpm
Torque	630lb ft at 6300rpm
Gearbox	8-spd automatic
Kerb weight	1880kg
0-62mph	3.8sec
Top speed	200mph
Economy	20.0mpg (combined)
CO_2 /tax band	na



p to this point, our enjoyment of the otherwise impressive Land Rover Discovery Sport has been hindered by the sole occupant of its engine bay. With sister marque Jaguar calling dibs on the first Ingenium motors off the production line, Land Rover's compact sevenseater was stuck with the venerable 2.2-litre Ford-sourced oil-burner.

For as long as that motor remained, we urged caution and suggested patience would be rewarded by the all-new incoming 2.0-litre unit. Well, the time has come. The Sport is the first Land Rover to receive the Ingenium (the Range Rover Evoque is next) and almost all the important figures shrink or swell accordingly.

There are two versions: a 148bhp example, dubbed E-capability, with low 129g/km CO₂ emissions and most likely a very small customer base, because it can't be had with seven seats or the nine-speed automatic 'box, and a 178bhp variant, which will have both of these things and be bought by almost everyone, despite its higher 139g/km.

For the record, that's 27g/km less than the outgoing motor emits and less than Audi or BMW quotes for either a Q5 or X3. It's a similar story with fuel economy, where the Sport's wishful claimed combined figure of 53.3mpg marginally outstrips the wishful claimed figure of either rival.

In the real world, favourable first impressions of the Ingenium are well lubricated by instant recall of the particulate waft and gnawing vibrations that emanated from its predecessor at ignition. The replacement isn't whisper-quiet, but the fact that you can't feel it through the control surfaces or, indeed, smell it are pleasantly sizeable advances.

With the start-up shudder gone, the aluminium unit spends all its time convincing you of its better manners at low speeds. This is instantaneous, too, given that one of the old engine's worst vices was an inability to get under way without chronic hesitation. Despite still defaulting into second gear (first being saved for the muddy stuff or towing), step-off is now seamless.

Interaction with the nine-speed transmission in general far exceeds its previously cantankerous relationship. Inevitably, the 'box favours a prompt downshift or two, but now the foraging for the torque band seems cleverly pre-arranged rather than irritatingly ad hoc. This is important because,

knowing that many buyers would never dream of troubling the rev

It feels urgent even on a light throttle, with an immediate, crest-of-a-wave kind of momentum







Space, comfort, an easily workable layout and a superior-feeling driving position help to outweigh any disappointment at the lack of design flair





Engaging steering and quickly settled suspension make it an enjoyable steer; the new four-pot brings welcome gains in refinement and efficiency

limiter, Land Rover has extracted as much low-end amenability as possible. Consequently, the Sport feels urgent even on a light throttle at medium to high speeds, with an immediate, crest-of-a-wave kind of momentum.

True, the 2.2-litre motor was not short on torque, either, but this is a much sleeker brand of impetus, one delivered without any nasty swell

or surge or splutter. And it's crucial that this progressiveness feels well connected to your right foot, because the rest of the Sport continues to do such a sterling job, in turn, of making you feel well connected to the road.

The Ingenium's biddable urgency is custom made for the car's fabulous primary ride, effortlessly extending its handling advantage over the opposition despite the continued



Third row is available with the 178bhp diesel but not the eco-minded 148bhp variant

bittiness of the secondary control.

If that's the chassis's deficiency, the engine's is its irrepressible volume. The toneless, bustling churn experienced with the old four-pot hasn't been eradicated in the switch to the new one, and although you're not going to notice at the kind of low revs that the nine-speed 'box quickly tidies you into, you will when you're accelerating – and being noisier in this phase than, say, a modest, much older 1.6 TDI Volkswagen Golf probably isn't where a £40k SUV of the Sport's calibre ought to be.

Don't expect the aural quality to dampen anyone's enthusiasm for the Ingenium, though. Truth be told, so convincing are the Discovery Sport's merits elsewhere - practically, dynamically, aesthetically - that we'd have settled for less (not unlike the early adopters of the first examples). As it is, the car's new-found efficiency, refinement and responsiveness allow it easily to eclipse its older sibling - and just about everything else, for that matter.

NIC CACKETT



LAND ROVER DISCOVERY SPORT TD4 180 HSE LUXURY AUTO

The arrival of this engine reduces the gaps in the Discovery Sport's desirability to mere chinks



Price	£43,000
Engine	4 cyls, 1999cc, turbodiesel
Power	178bhp at 4000rpm
Torque	317lb ft at 1750-2500rpm
Kerb weight	1884kg
Gearbox	9-spd automatic
0-60mph	8.4sec
Top speed	117mph
Economy	53.3mpg (combined)
CO ₂ /tax band	139g/km, 25%





he UK launch of the new Mazda MX-5 started with a warning: welcome to Scotland, where the roads are long and winding and they'll ticket you if you're doing 61mph in a 60mph zone.

So with that firmly in mind, I looked towards a car that could, in theory, be one of the best in the world for providing fun within the legal limits: the 1.5-litre MX-5.

This 129bhp entry-level MX-5 starts at £18,495 (or around £230 per month on finance), undercutting the 158bhp 2.0-litre model by £600 to £800, depending on trim. However, the 1.5 does without the 2.0's strut brace, limited-slip differential and – in 2.0 Sport trim only – Bilstein dampers and sports suspension.

In essence, we already know how good the MX-5 is. What we want to find out here is whether the 1.5 can really cut it for thrills on British roads.

Our test route in the 1.5 started in miserable traffic, but even in stopstart stuff the car impressed. A light clutch, rorty engine note, predictable throttle response and a short, tight gearshift make it feel at ease even in such mundane, frustrating motoring.

Get it out on a decent rural road and it absolutely sings. Its naturally aspirated engine makes for a supremely linear, long-revving power delivery that welcomes being wrung out to the 7000rpm redline. Low-powered or not, this car needs only one corner and one sprint through second gear to tell you that it is a proper sports car, by any definition.

However, the 1.5 is at its happiest when you keep it on the boil through the upper mid-range, where it feels fast enough yet unintimidating. Sure, it doesn't serve up scorching pace, but because you can enjoy using all of the performance in all sorts of situations, it brings zeal to a road that would most likely feel ordinary in plenty of other sporting models.

A fizzy engine is nothing without the handling to go with it, though, and here the 1.5 MX-5 is a gem. The steering offers a sense of connection that gives you complete confidence in what's happening where rubber meets road, and there's loads of

grip, which means you can really lean on it through corners, even on damp, uneven roads. If it does start to lose traction, you get plenty of warning, and if you're looking for oversteer moments, then it'll do that progressively, albeit only after a fair amount of provocation.

Ultimately, the 1.5 is a fluid-feeling thing and an absolute joy to drive, including at licence-friendly speeds. Even the ride quality is well sorted. You get a bit of a shiver and thump over coarse intrusions, but the 1.5 is mostly composed and quite refined for a lightweight soft-top. We even saw an indicated 40mpg, which is no mean feat, given the heavy use our car received over a long test route.

Our only real criticism is that the body movement on this model is quite pronounced, with noticeable float over fast undulations, and you're aware of the car's weight moving about even in moderately fast switchbacks. Maybe we'd like a touch more conviction to the steering around the straight-ahead at motorway speeds, too.

Other niggles? The pedals are slightly offset to the right, which might irritate longer-legged drivers, given the small footwell, but with the tilt-adjustable seat base to help, the vast majority of people will find the snug cabin and well-shaped seat a real joy. Go for SE-L or up to get the 7.0in colour multimedia screen and it's a really smart-looking, well-equipped interior.

The 1.5 may be a notch or two short of the 2.0 models on outright dynamism, but I couldn't help but think back to colleague Matt Prior's initial drive of the MX-5, when he reckoned the word 'sweet' summed up this car. I think he's right. On UK roads, the 1.5-litre MX-5 is about as sweet as it gets. Fast it isn't, but it's a hell of a lot of fun, and – refreshingly – not just on the right road.

VICKY PARROTT

MAZDA MX-5 1.5 SPORT NAV

A true sports car; driver rewards are available seemingly on any UK road at any time you want them

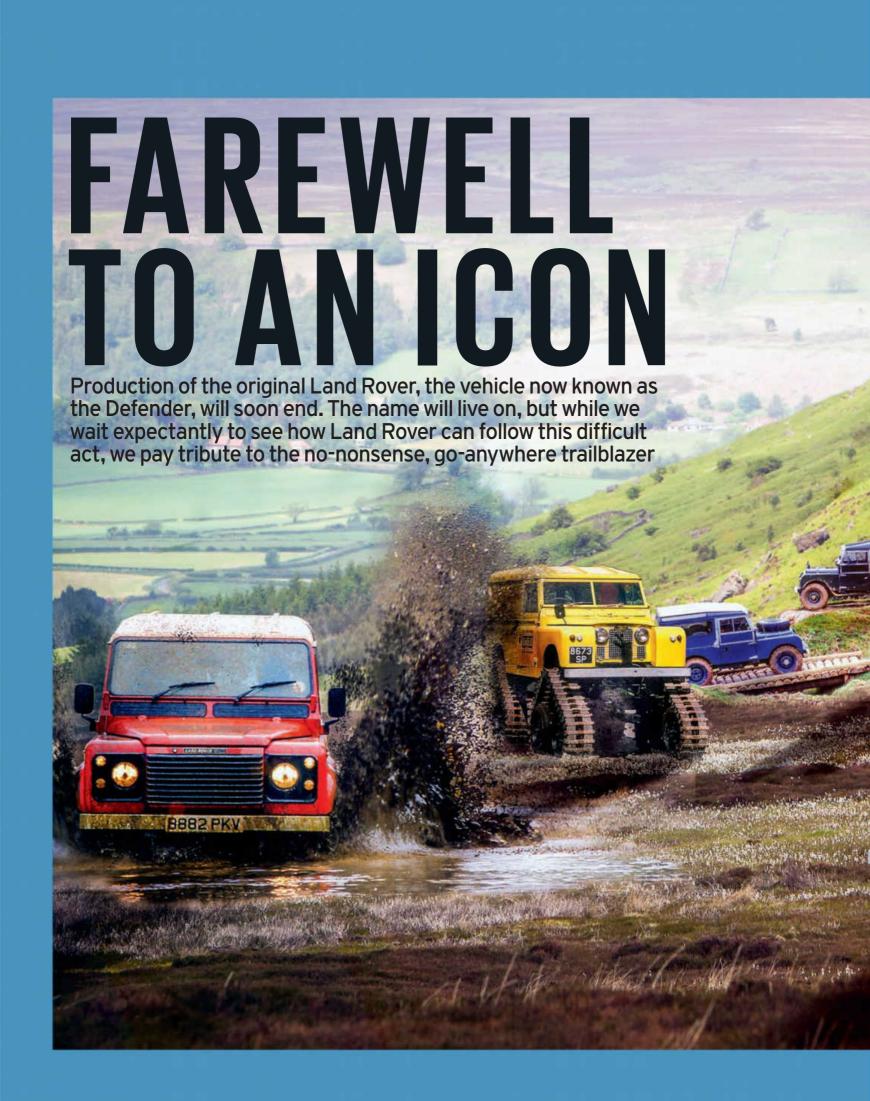


Price	£22,445
Engine	4 cyls, 1496cc, petrol
Power	129bhp at 7000rpm
Torque	111lb ft at 4800rpm
Gearbox	6-spd manual
Kerb weight	1050kg
0-62mph	8.3sec
Top speed	127mph
Economy	47.1mpg (combined)
CO ₂ /tax band	139g/km, 22%





Snug cabin is best in SE-L trim and up, as it includes a 7.0in screen; the 1.5 isn't fast, but it delivers its performance with real verve



DEFENDER SPECIAL





A shore thingIntrepid Richard Webber drives a
Defender off the edge of Britain p38



Meet Mr DefenderFormer chief engineer explains how the Defender came into being p46



In safe handsSteve Cropley joins Land Rover's
Defender production line p52

PlusHow we demolishe

demolished a house with this Land Rover Defender p53









conquer the sea as well? **Richard Webber** takes one to the edge of Britain to find out





ur Land Rover Defender is skipping along a single-track A-road at 30mph. I flick the left-hand indicator and turn 90deg onto a rough track that leads down a shallow slope. Within moments, the engine's persistent chuntering no longer dominates the cabin. It has been joined by the sound of splashing. The road dissolves into saltwater and, in a heartbeat, we've reached the car's stated wading limit of 500mm. But this Landie's not for turning. There are two miles of North Atlantic ahead, and it's about to get much, much deeper...

Last of the direct descendants of the original Land Rover, the Defender could never go gentle into that good night. It needed one last hurrah – a final test of the storied go-anywhere grit that has cast lifelines into the darkest reaches of the planet over the past 67 years. But we wanted to say a fond farewell on

home soil. Land Rovers have driven as far above sea level as you can go in the UK, scaling the 1344 metres of Ben Nevis more than once. But our target was on the contrary: to go more than a metre below sea level.

And not in a factory-fresh car, either. Sure, your modern-day niceties of contrast-stitched leather upholstery, air-con and a fancy stereo make daily Defender driving more comfortable, but when it comes to the rough stuff, they're an irrelevance. All we needed from our car was the toughness that has been supplied as standard since 1948, so we chose a 20-year-old, 216,000-mile Defender 90 Station Wagon for the task.

We first get acquainted at Edinburgh Airport. The car's blue paint – which has softened from gloss to matt over the years – is slowly fraying into rust at the margins, and there are daft spotlights up top, but the ABCs of Defender are there: square-set, upright and effortlessly rugged-looking. Land Rover shies away from the amphibious implications of the word 'snorkel', because the exposed plastic pipe is only really intended to keep dust out of the engine, but the 'raised air intake' – as it's properly known – is sure to prove useful.

And probably not for the first time. Club stickers plastered around the Defender tell us that previous owners were enthusiasts, and that the car has spent at least some of its life clambering around the Isle of Skye. Which, with photographer Stan Papior's kit piled in the back, is exactly where we head first. It's a long, long drive; 250 miles pass slowly when you're limited to five forward gears and 60mph (a cruising speed at which the booming engine drowns out even road and wind noise). But the Defender doesn't wander about as much as I'd expected, the ride is tenable and













the brilliant Scottish summer sun illuminates the verdant, craggy and just plain massive landscapes we pass through en route to the northernmost tip of Skye. It's after 10pm when we weave through the Quiraing - eerie, ragged rock formations where locals used to hide their cattle from Vikings - and the sun sets a fluorescent pink as we reach our overnight stop.

Day two begins with a ferry crossing to the Outer Hebrides - the fragmented arc of wild islands that shield Scotland's west coast from the North Atlantic tumult. Where the Defender's modest pace and tottering handling glared on the mainland's trunk roads, it nestles into the more laid-back confines of island roads with ease. In fact, other drivers peel out of our way, probably mistaking us for busy farmers. We explore the Isle of Harris, with its cyan sea over butter-coloured sand, eat a lunch of fresh lobster from an honesty shack and visit Donald John Mackay MBE,

the most famous of Harris Tweed weavers, busy in his seaside shed weaving cloth for none other than Chanel, he tells us in that cheery, sing-song brogue that marks native Gaelic speakers apart.

Another, shorter ferry ride across the Sound of Harris treats us to the sight of a huge basking shark, which the Caledonian MacBrayne skipper kindly slows down to show us. It may not have a taste for meat, but being within splashing distance of an animal that's around seven metres in length still chills the blood.

On North Uist, a single-track coastal drive through the village of Sollas leads us to Botarua, where we meet our local contact, Angus MacDonald. He greets us with a firm handshake and a grinning beard that almost blends into his chunky sweater. MacDonald farms this land, which is as beautiful as it is harsh. WW2 airmen were tempted to nearby RAF Benbecula with the promise >



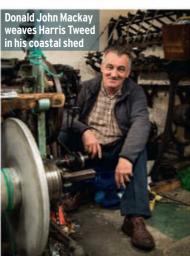
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← of a woman behind every tree. The punchline: no trees.

We've literally reached the end of the road, but our challenge is only just beginning. If we're to reach the edge of Britain (and the edge of Europe), we need to reach the 650-acre island of Vallay (intriguingly spelled 'Bhàlaigh' in Gaelic, pronounced vaa-lay). Part of MacDonald's land and home to nothing but highland cattle, the island is separated from our vantage point by two miles of exposed sand – a crossing that's fun, but far from challenging in a Defender. So we wait...

The next morning, high tide has replaced the inviting expanse of white sand with a restless, swilling tranche of North Atlantic. Depth markers hammered into the sand the previous day tell us the water's around 1.2m deep – more than twice the Defender's wading limit. But several Camel Trophies and the pioneering London to Singapore expedition of 1956 - both of which included deep-river wading - must mean Land Rover has engineered in a healthy tolerance. Surely. Surely?

Save for the common-or-garden

raised air intake, our car's set-up is totally standard. A 2.5-litre four-pot Tdi300 engine generates just 111bhp and 195lb ft, but low range and a differential lock will help us make best use of it, while breather pipes will let air out of the gearbox, transfer box and both differentials without letting water in. And that's all she wrote.

As its driver, I'm equipped with an afternoon's wading training in the hillside troughs at Land Rover's Eastnor Castle customer experience centre – a huge Herefordshire estate where the company also develops its cars - and a pair of wellies.

A cursory risk assessment highlights two main threats to reaching Vallay. Should the raised air intake leak, it would allow water to be ingested into the cylinders, and avoiding engine carnage would require immediate powering down and waiting for the tide to go out before being ingloriously towed to safety. And although the sand is generally firm – "you could drive an artic across it," says MacDonald – there are patches of gloopy quicksand that could easily swallow our wheels.

But with MacDonald navigating, >

Avoiding engine carnage would require powering down and waiting for the tide to go out







As seawater flows over the bonnet, the engine note drops. Ithink we've pushed it too far

we set off. Up to and over that 500mm mark, it's easy going. We chat away as the Defender ploughs on indifferently. The steering weights up a little as we trace some gentle arcs to test manoeuvrability, but so far, so good. The surface is fairly smooth and holding firm. It's actually more disconcerting that we're able to roam freely around this vast mass of water, in stark contrast to the narrow, funnelling channels at Eastnor.

As depth increases, I slow a little to keep the all-important bow wave just ahead of the Defender's grille. This carves out pockets of air down the flanks to keep water out of the cabin. Lose momentum or turn too sharply and the water level will equalise, turning the footwells into bathtubs and endangering the under-seat

battery. But if we start to float, we'll need to let the water in on purpose to weigh us down and regain traction. We're hoping it won't come to that.

Papior, used to pointing his camera at one car from another, is phutting alongside in a tiny dinghy skippered by yet another Angus. Traffic is not a concern today, but the bobbing of the tiny boat is making our man's life difficult. I ask over the radio what other vehicle we could have used for these 'tracking' shots. "Another Defender," he says, deadpan.

Meanwhile, increased depth means the bow wave has become a bona fide roller, rising above bonnet level and spreading about 15m either side of us. The gusting wind atomises the wave crest into a wall of water that smashes into the windscreen.







Our wipers can't quite keep up, and a passing squall brings a faceful of spray when we open the windows to relieve fogging.

Crossing a stream at Eastnor had taught me about ferry angle - the angle at which you encounter the flow of water. You must drive with the current, but not so much that you point downstream and miss your exit point (or worse, get swept away). Out here, we have the tide to contend with. It largely works in our favour, but threading through some islets near the halfway point, we have to face it almost head on.

Given that a stationary cubic metre of water weighs one tonne, the forces our Defender has to push against at this point quickly ramp up and the bow wave compresses against the grille. Despite using low range, the engine starts to strain, as if dragging an Airstream up a mountain. Swiftly down to second we go, but a rapid increase in depth means we have to turn sharply, surrendering both momentum and our protective bow wave. As seawater flows over the bonnet, the engine note drops once

more and I think we've pushed it too far. My heart plummets. MacDonald quietly curses. 'Land Rover sinks in sea' was not the headline we were after. But, to our huge relief, the ancient lump digs in – with not a horsepower spared – and a few seconds later, with the tide aiding us again, the sweet sound of confident combustion returns.

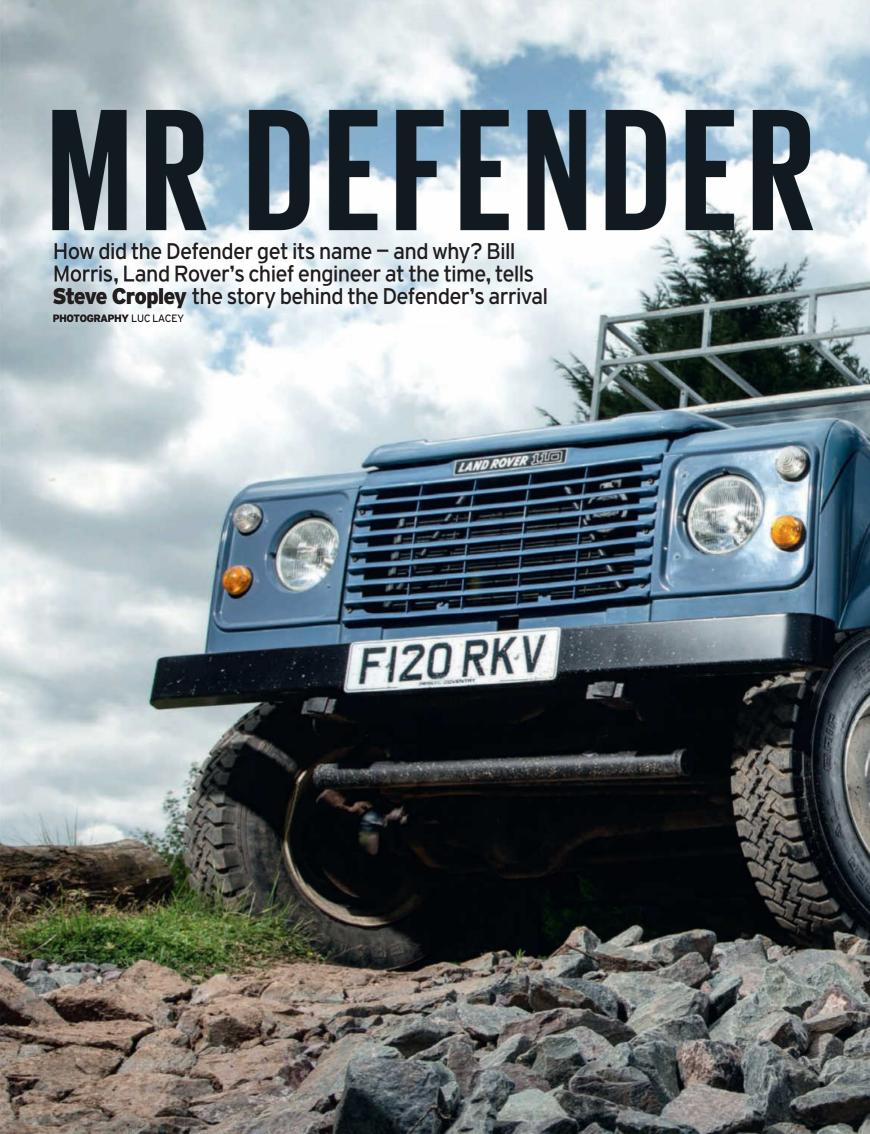
Soon after, we're kicking up spray for fun as we leave the water and climb onto Vallay's blessed terra firma, the headlights half-filled with water but our feet, incredibly, completely dry. Our Defender has just spanned the most challenging pair of its 216,000 miles and faced them with the same characteristic relentlessness that defines its breed.

We push on across the island's flowering 'machair' (meadowland), over a fluid, pebbly rock-crawl and down onto a stunning, deserted beach. With nothing but Atlantic ocean between us and Nova Scotia, 2500 miles away, we'd reached journey's end. What a place to say goodbye. And what a car to have taken us there.

Great Scott: handy with Landies



OUR DEFENDER WAS was lent to us by Scott Taylor, master technician at Pentland Land Rover in Edinburgh, who buys, sells and customises older Defenders in his spare time. For Taylor, like many, these cars are an obsession as much as a profession. Pictured above is a Defender 90 Pick Up Tdi300 that Taylor put through a nut-and-bolt restoration, including powder-coating the axles and support beams, new brakes with braided $flexes, heavy-duty\ springs\ and\ shock\ absorbers\ and\ polyure than e\ bushes.$ Orkney Grey paintwork with a gloss black roof, custom black and grey leather upholstery and 20in Range Rover wheels complete this one-off special.







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DEFENDER SPECIAL

'The only viable big engine we had at the time was the 3.5-litre V8'

ill Morris looks like a man born behind the wheel a Land Rover Defender. He sits comfortably in the driving seat of a One Ten at the top of The Staircase, one of the tougher obstacles for 4x4s on Solihull's famous Land Track, and smiles at the memory of tackling it a minute earlier, resting his arm on the window sill the way Defender people do when in all but the dead of winter.

The 3.5-litre petrol V8 woofles quietly at idle. Then comes the characteristic deep clunk as Morris selects first gear with the long lever. The engine note rises just a little and he's off to tackle it again, smiling still. It's a few years since he's driven one of these, but the pleasure never fades.

Morris was Land Rover's chief engineer when this car was new. We've enlisted his aid, and come to this iconic spot just yards from the production line where every UK Defender started life, to clear up a mystery that surrounds Land Rovers of the 1980s and early 1990s model: when and how they first came to wear the name.

For many, every Land Rover with the outline and layout of the Wilks brothers' 1948 original is a Defender, an easy assumption as the 67-year-old original prepares to 'retire' from today's Land Rover line-up. But it isn't true. The Defender name didn't





become official until Britain's 4x4 was nearly 40 years old. It wasn't actually written on a Land Rover until 1990. However, to confuse matters, many believe 'Defender' can be applied to vehicles made earlier, once they had adopted a new coil-sprung suspension largely donated by the Range Rover – along with the Ninety and One Ten model names.

"The story started in the 1970s," says Morris. "I'd been the engineer responsible for the Land Rover Series III, so I was in the right place to experience the growing pressure from the BL board to improve the Land Rover, which had been in production for nearly 30 years and needed a rethink."

Land Rover had already sent several deputations of engineers – including Morris – around the world to meet customers and discover how they thought the vehicle should progress. It was soon clear, says Morris, that the major demand was for the Landie to have a bigger, better engine. Wellorganised Japanese opposition – principally from Toyota and Nissan, whose products had much more powerful engines – was starting to hurt Land Rover in its all-important export markets.

"The only viable big engine we had at the time was the 3.5-litre V8 from the Rover saloons and Range Rover," says Morris, "so we dreamed up a couple of improvement steps for the Land Rover. In stage one, we'd fit the V8 to the long-wheelbase model and convert it to permanent four-wheel drive. That became the One Ten. For stage two, we'd improve the suspension by fitting the coil spring system from the Range Rover. For stage three, we planned to come up with a new body design, but it never happened. People who still





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M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP 318D/218D/118D » 225 BHP 330D E90 » 296+ BHP 320D E90 » 295+ BHP 420i/320i/220i/120i » 275+ BHP 435i/ F30 335i » 390 BHP 428i/328i » 295 BHP 535D / 335D / X5 SD » 355+ BHP 640D/335D/335D/435D » 390 BHP 730D » 305+ BHP X5 4.0D / 740D » 370 BHP X5 3.0D » 305 BHP X6 X5.01 4.4 » 500+BHP X6 M50D/X5M50D/550D » 450 BHP

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C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
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C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

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997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
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CAYENNE GTS » 440 BHP

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FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
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← love the way the Defender looks now will probably think that was just as well."

Morris confesses that at first he wasn't keen on the idea of converting the Landie suspension from leaf springs to coils. "I thought we'd run into damper trouble, because leaf springs have their own damper effect," he says. "With coils, the wheels would move further and more often so we'd need better, longer-travel dampers.

"I also thought the leaf suspension placed its own limits on performance, which in turn helped our overall durability. I was right on both counts, but we managed to overcome the problems. And it became obvious very quickly that coil springs delivered better comfort."

By 1983, Land Rover was making coil-sprung, permanent 4x4 One Tens (launched at home in Solihull) and a year later unveiled the shorter 90 model (whose wheelbase is actually 92.9in) at the Eastnor Castle estate near Ledbury, where it was developing all its vehicles. With those changes, accompanied by modernising but gentle styling tweaks, the staple Land Rover moved into the modern era, not so different (apart from a string of later engine changes) from the models made today.

The Defender name has served the company well, but it came about for predictable reasons. "It was driven by the confusion that ensued when Land Rover and Range Rover products were sold together," Morris explains. "Land Rover Ltd was hived off from the main Rover concern in 1978, and it caused immediate uncertainty among customers. Was a Range Rover a Land Rover? And if it was, what was the Land Rover brand for?"

The matter came to a head after Land Rover launched the Range Rover across the Atlantic, using a company called Range Rover of North America. Three years later, as they shaped up to launch the Discovery there, even more confusion

Years ahead of the game

COIL-SPRUNG LAND ROVERS might have come to market years earlier if an early proposal by veteran Land Rover development engineer Roger Crathorne had reached fruition. "The idea for coils emerged during visits to export markets we made in the early 1970s to discover our customers' priorities," he says. "People could see how well the Range Rover chassis worked, but a proposal I made at the time was kyboshed."

Within a couple of years, Crathorne was given the task of building four coil-sprung Land Rover prototypes that led eventually to today's Defender. Did he see the irony of retracing his steps? "Not really," he says philosophically. "I was just pleased we were getting on with it."



ensued. Why were the Range Rover and this new-fangled Land Rover Discovery differently named? The question was especially important to those who knew how closely the two models were related under the skin. The issue of nomenclature was described by one company high-up as "an unholy mess" and something had to be done.

The plan to adopt the Defender name for the staple Land Rover is attributed to the product planning director of the time, Alan Edis, who arrived at it after a thorough word association process. The rationale for the name was simple: Land Rover was big in the defence business, so in that environment the name worked fine. What's more, its role as Land Rover's icon (at a time when the Range Rover was still a low-volume offering and the new Discovery had yet to make a big impact on buyers) was to defend the Solihull company's hard-won place in the 4x4 world. The name 'Defender' was deemed ideal and adopted from 1990.

Arguably, it has even more market appeal today. Looking ahead, Land Rover models will be organised into three families: Range Rover, Defender and Discovery. A model's family will be picked out in easily read, three-dimensional letters across the leading edge of the bonnet. The logical system that has been needed since the Range Rover appeared in 1970, and began with the adoption of 'Defender' 20 years later, has at last reached maturity a further quarter of a century on.

'It became obvious very quickly that coil springs delivered better comfort'



HERE'S ONE WE MADE EARLIER

The two millionth Defender is a bit special – and not just because **Steve Cropley** made its bonnet

PHOTOGRAPHY LUC LACEY

fter 67 years, it hardly seems possible that the original Land Rover, nowadays badged Defender, will cease production at the end of the year, killed by a mix of outmoded production methods and new-fangled regulations. To mark this 'retirement', Land Rover is sending its icon out on a high, staging a series of commemorative events, launching three limited-production heritage models and auctioning the two millionth Defender, built a couple of months ago, in an auction to be conducted by adventurer Bear Grylls this December.

Building the two millionth Defender was a more strung-out affair than usual, because the company invited several dozen Landie-driving luminaries to participate, everyone from company chief Ralf Speth and veteran Land Rover engineer Roger Crathorne to actress Virginia McKenna, who, after portraying animal conservationist Joy Adamson in the film Born Free, set up an Africa-based wild animal charity. Others less prominent but equally keen were also invited, and one of them was your humble servant, given the job of helping to make and fit the two millionth bonnet.

Production line work is no picnic, especially when you must perform an operation 106 times a





It could only have been a Land Rover: our memories

IN THE 1980s, there was a house to be demolished. Quotes for the work were outrageous, so we went there in the family Series III. It didn't have a winch or even a towbar, but it had a chassis and we'd packed chains.

We got on with the business of felling a small house in about an hour or so without the bother of hard hats or much in the way of health and safety.

Attach chain to RSJ. Accelerate. Job done. James Ruppert

HIS THINKING WAS simple if flawed. He had three car-crazed teenage sons who were learning to drive and going to have crashes. What was the slowest, strongest car on the market? That's how my father's Series III Land Rover came into my life.

He made me take my test

in it, too, reminding me that no Frankel had ever failed and, as an added incentive, leaving me at the test centre. If I failed, it was seven miles home on foot. The look on the examiner's face was priceless, and I expect pity played a large part in maintaining the family's unbeaten run.

I still drive it regularly, and 33 years later it has never, and I do mean never, broken down. Andrew Frankel

IT'S 2007 and the launch of the 2.2-litre Puma-engined Land Rover, with the biggest raft of changes in years. We're putting it through an Autocar road test.

It's not doing well. I like Defenders, but under hard emergency braking the 90's stability is concerning.

Then our photographer



arrives and makes increasingly extreme demands to put the car into increasingly dramatic poses. Except that whatever we do doesn't look dramatic at all.

"Can you wade that pond?"
Sure. "Can you make the tyres
scrabble up that hill with a
wheel off the ground?" No,
but I can just drive up it.

Another gentle reminder that, whatever the compromises, in its right habitat the Defender is unbeatable.

Matt Prior





day with perfect attention to detail. Putting cars together takes strength, concentration, dexterity and brain strain, and there's never any time to spare. My job was to assist two operators, Jake Ainsworth and Adrian Lowe, to load a bonnet inner and outer into a welding rig, where they would be combined for ever by a series of blue flashes, then to fit the united structure with its distinctive hinges. After that, we'd unite the finished assembly with its correct Defender body, which just happened to be crawling past on a moving base called a skid.

The Defender production line isn't Jaguar Land Rover's most modern – in fact, the whole place is earmarked for modernisation after December – but it's still an impressive process. No dirt floor here. There are several robotised operations (constructing the complex scuttle panel is one), and everyone who lays hands on a customer car gets thoroughly assessed for aptitude and dexterity before being accepted for training. Every assembly operation is laid out in detail. There are even diagrams, a bit like dancing instructions, that show exactly where and when you move.

Because I was to be protected by the experience of Jake and Adrian, I was able to circumvent all

that, but there was no avoiding the wearing of steel-capped boots and a high-vis vest. My heart was beating hard when the time came to lift a bonnet inner from a rack of pressings and place it in the welding jig. There's a knack to picking up big pieces of steel (you need thick gloves to prevent cuts, but they dull your touch), and I didn't have it. It was also instructive to see the speed at which you have to work and how little time you get to settle the parts into place and start the welding process.

Still, with coaching, not least from plant boss Phil Cox, I managed to bed the parts in place, press a button to lower the spark-protective door and begin the welding process. That was quick. Within a minute, it was time to lift the new assembly onto a bench and fumble the two hinges into position (starting the threads by hand and then tightening them with a torque-limited power wrench). Then it was done. Three minutes' hard work.

My impression? That process work is tough and there's no time to spare; there was certainly none allocated to standing and admiring my handiwork. Jake and Adrian were already halfway through building bonnet number two million and one, I noticed, attacking it with exactly the same speed and skill as the one that created all the fuss. \(\mathbb{O}\)

















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NICOLE'S OPPORTUNITY OF A LIFETIME

Nicole Agba, winner of the 2014 Autocar-Courland Next Generation Award, has been in her element while working in McLaren's design studio. **Doug Revolta** finds out more

PHOTOGRAPHY LUC LACEY





icole Agba has been with McLaren for only a month, but she felt settled at the manufacturer the moment she arrived. The Autocar-Courland Next Generation Award winner describes her induction as like being "ushered into the McLaren family", and she was put to work immediately on important projects in the design studio.

"Straight away I was given really responsible tasks that will have a genuine impact on McLaren products," she says. "It's a real privilege to be entrusted with that."

Those projects have been in McLaren's colour and materials department, working on current production programmes, as well as advanced materials research.

"The production side of things has seen me looking at thread development," she says. "I've been doing colour assessment on threads, leathers and exterior paint colours, while advanced future projects have involved creating concept boards." There's only so much Nicole can reveal, though, such is the importance of the projects she's been working on.

"It's a really fast-paced and highenergy environment, but there's an air of relaxation among everyone at the same time," Nicole says.

"Everyone at McLaren strives for perfection; they're all very goaloriented and it's a great atmosphere."

Her time has been split between future and present projects, but it's her research into advanced materials she's most enjoyed.

"I've been looking at advanced textiles, seeing what the future of materials and technology holds," she says. "It plays to my strengths.

"The area of design I'm interested in is material development and manipulation and how you can incorporate technology into that. Colour is the fun bit."

This is the first time Nicole has worked in the high-performance car sector. The experience has completely changed her view of it.

'STRAIGHT AWAY I WAS GIVEN TASKS THAT WILL HAVE A GENUINE IMPACT ON McLAREN PRODUCTS'

HOW TO ENTER

This year's winner will get work experience with each of our partners, as well as £9000 in cash. Visit autocar.co.uk/nextgenerationaward



"I didn't care too much for sports cars before I came to McLaren, but coming to the company, working in it and meeting so many interesting people has seriously changed my outlook," says Nicole.

"There's something really beautiful about how advanced engineering meets design and materials and explodes to make these amazing high-performance luxury products.

"Having the manufacturing base so close to the studio, I was able to see how technically beautiful the engineering is, too."

It wasn't all hard work in the studio. Nicole managed to fit in passenger rides in the McLaren P1 and 675LT, much to the envy of her colleagues, as well as a trip to the Lineapelle leather fair in London to see a presentation on leather and colour trends.

She even had a chance encounter with McLaren Formula 1 driver Jenson Button.

As Nicole approaches the end of her succession of work placements, she is more determined than ever to move forward and make a mark in the automotive industry. "My ultimate goal is to use my passion for colour and materials to affect change," she says. "Design is a powerful tool. I want to try and affect people's lives through the way that design works.

"The concept that won me the award was a bio-sensor steering wheel which would, hopefully, reduce the amount of accidents on the road. That's a change that can improve the quality of life and even save lives."

The Coventry University graduate is on the final stretch of her Autocar-Courland Next Generation Award journey, but she is as enthused by the work she is undertaking now as she was on the first day of her first placement at Jaguar Land Rover.

A month's experience at Skoda follows next and will conclude her series of work placements.

There's still time to enter this year's competition. The deadline for entries is 5pm on Friday 28 August.

To find out more about the 2015 Autocar-Courland Next Generation Award, visit autocar.co.uk/ nextgenerationaward. 'We linked Nicole with our experts and set her interesting projects'

GEOFF GROSE, chief engineer at McLaren, believes the manufacturer has taken as much out of this placement as Nicole has and, as a judge for this year's competition, has some advice for those thinking of entering.

"We view the work placement as a two-way thing," he says. "We always make sure we find some meaningful work for them to do, but it's important to include some fun stuff.

"With Nicole, we recognised she was really interested in colour and trim. We have everything on one site here, including our own design studio, so we were able to link Nicole up with our colour and trim experts and set her off on some interesting projects.

"We've got a close relationship with the competition and Roberto Pace, the winner in 2012, works with us now.

"As a judge on the panel for this year, I'm looking for innovative ideas. One thing people can come up with, even if they don't have much experience, is great ideas. They then have to think about the practical side and how that idea can be realised.

"It's so accessible for young people. You don't have to be a student, so if you're aged 17 to 25 and you have an idea, write 500 words and enter."



Audi Q7

New flagship SUV is lighter, smaller and smarter, but is it better?

MODEL TESTED 3.0 TDI quattro S line

- Price £53,835 Power 268bhp Torque 443lb ft 0-60mph 6.2sec 30-70mph in fourth na
- Fuel economy 32.6mpg CO₂ emissions 163g/km 70-0mph 47.1m

he Q7 is a rather obvious but effective symbol of the sudden, puffer-fish-style expansion of Audi's model range. Ten years ago, this car maker didn't build SUVs. Although it had plenty of quattrobranded four-wheel-drive knowhow, it had never taken that next big logical step. It had only recently started making a Sportback in the guise of the previous-generation fivedoor A3 and had yet to launch the R8 sports car. When Audi launched the original Q7, it was a different firm.

Now, as we welcome the second generation of Ingolstadt's unashamedly full-sized luxury 4x4,

WE LIKE Outstanding cabin refinement ■ Towering material quality ■ Roomier than most seven-seat SUVs





 Enlarged, extra-chromey single-frame grille is one of Audi's latest design features. It looks like it's machined-from-billet aluminium – but it couldn't be, for pedestrian protection.



 Large front doors are aluminium, so they play their part in the weightsaving regime. They also overlap the sills, so you won't risk muddying your trouser legs when getting in and out.



 These 'five-arm turbine' alloys are one of a pair of 21in wheel options. SE cars have 19s, which look very small on the car indeed.



 Audis typically have a prominent shoulder line called the tornado line. The Q7 has a second one as well, called the blister line. Together, they take quite a lot of visual bulk out of the profile view.

it is one of three Q cars in the range. By the time the next Q7 comes along, its high-riding siblings could number as many as six. That would be an astonishing rate of expansion, but not necessarily a foolish one.

Audi SUVs have quickly become big business. From a standing start, the previous Q7 sold fairly strongly and consistently across Europe and North America throughout its lifecycle. It didn't trouble the volumes of the segment leaders, but since it's larger and slightly pricier than the average large luxury 4x4, that was predictable. But the Q5 and Q3 have smashed every sales target that Audi



has put in front of them. If this new bigger brother for them can replicate just a bit of that success, it'll be a huge money-spinner for Audi.

As you're about to read, Audi is evidently determined to deliver that

greater success, having thrown the kitchen sink at the new Q7 in terms of new platform, powertrain, chassis and infotainment technology. This car is the first of many new Audis (and Porsches and Bentleys) based on the firm's new MLB-Evo platform. It's a bit of a strategic milestone.

Audi's claim is that it's also advanced, lightweight, aerodynamic and efficient – at the same time as being luxurious, refined, fine handling, capable and laden with sophistication. It sounds like a serious piece of work. But is it any more discreet than the previous Q7, or any easier to like? Let's see.

DESIGN AND ENGINEERING

The Q7 is, in Audi's own words, "still a big car" – and relatively so, in a segment full of necessarily big cars. It has shrunk marginally compared with its predecessor, but by no more than a couple of inches in any of the major dimensions.

However, the biggest success of the car's styling could be to make it appear as though a more significant amount of bulk has been dispensed with. An effective combination of →

WE DON'T LIKE Remote, assistance-heavy steering ■ No handling finesse ■ Unexceptional residual values





 Wraparound tailgate is typical of the Q7. It's powered, with gesture control an option. Because it carries the tail-lights, there are repeaters on the inside of the aperture. Steep, chunky-looking D-pillars are a key Q7 styling cue, too, according to Audi. They're supposed to conjure a sense of strength and stability.



 LED tail-lights are wide, with striking running light illumination in the shape of a double arrow. Indicators sweep left and right, for added visual drama.



 Tailgate spoiler's profile is determined by the trim you've chosen. This one, kicked up at each side, is the S line version, which we quite like. The entry-level SE's equivalent looks much plainer.

ON THE INSIDE











MULTIMEDIA SYSTEM

Practically every VW Group infotainment system is up to snuff, but Audi's version always nudges it a bit further into rarefied technophile pleasure.

As standard, the Q7 gets an 8.3in multimedia screen, which appears from the dashboard in the same way you'd expect James Bond's television to appear at the end of his bed. This is controlled by the dial and rocker switches just ahead of the gearlever. Both click and select with a heavy-duty sense of quality. On the screen,

menus and functions can be navigated with a speedy sense of processor whizz.

The Q7 found an iPhone's
Bluetooth signal in record
time and can use the 3G/4G
connection to unlock its own
internet-based services.
Together with a superlative
sat-nav system and a very
decent standard-fit stereo, it's a
comprehensive solution.

The top optional premium audio system is a Bang & Olufsen with 23 speakers, 1920W of power and new surround-sound processing. ← reduced body volumes and strong horizontal bodywork creases makes this car look much lower and less hulking than the previous one. In the broadest sense, most people probably wouldn't pick this as the most visually striking or appealing car of its ilk. But its new-found sense of understatement seems much more becoming of an Audi, and it's a change of which we heartily approve.

What's more, although it hasn't cut down on the Q7's kerbside footprint much, the truth is that Audi didn't need to. The company has done what it's famous for: employed cutting-edge technology to deliver the gains that other car makers use more obvious means to achieve and often court compromise for the sake of. The Q7 is 300kg lighter than the car it replaces. That's an enormous saving, even on a twotonne-something car, and it has been made on component parts as various as seats (19kg), doors (24kg), brakes (8.5kg), exhaust systems (19kg) and electrical wires (4kg).

As remarkable as it is, the car's mixed-metal underbody ultimately amounts to just another item on that list of weight savings (71kg). Made up of just over 40% aluminium and 12% hot-formed ultra-high-strength

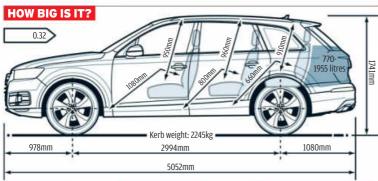
steel, it features joining techniques new to Audi, as well as structural reinforcements, dubbed 'torsion rings', arranged both horizontally and vertically.

UK buyers will be offered a 3.0-litre V6 TDI engine in 268bhp and 215bhp states of tune, driving all four wheels through an eight-speed torque-converter automatic gearbox, a proper centre differential (as opposed to a clutch-actuated power split) and a limited-slip differential between the rear wheels. Steel springs are standard fit, but a heightadjustable adaptively damped air suspension system is on the options list and delivers ground clearance of up to 245mm. Our test car was a 268bhp diesel on air suspension.

Also on the options list is a fourwheel steering system capable of turning the rear wheels up to 5deg in the opposing direction to the fronts at low speeds, to reduce the car's turning circle. At higher speeds, it can turn them up to 3.5deg in the same direction as the front wheels, to improve cornering stability and steering response. It's an unusual and welcome feature to find on such a large and potentially unwieldy SUV. More's the pity, then, that it wasn't fitted to our test car. >



 S line cars gain nappa leather sports seats over base SE models, but both give front occupants lots of room and surroundings that feel and look high in quality.



VISIBILITY

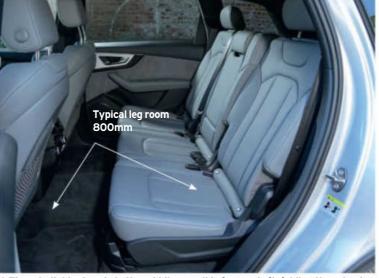
Excellent view forwards and over the shoulder. Large D-pillars compromise rearward view slightly.

HEADLIGHTS

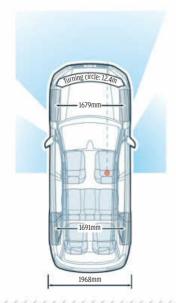
S line's LED headlights are powerful and clear. Audi offers adaptive 'matrix LED' lamps as an option. SE-trim cars get xenons.

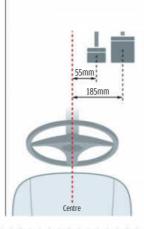


Wide brake pedal mitigates the right-handed offset here. Overall, the positioning of both pedals is perfectly comfortable. Steering column adjusts abundantly.



Three individual seats in the middle row slide fore and aft; folding them to give access to the third row requires some muscle, despite the hydraulic assistance.







Q7's load area is 770 litres with five seats raised and 1955 litres with the middle and back rows flattened; rearmost seats fold out of the boot floor easily.

INTERIOR



Physically smaller this Q7 may be, but its status as a bona fide sevenseater is intact. Few SUVs challenge a large MPV for back-row space, but the big Audi comes close; its generous wheelbase and capacious roofline translate into sufficient leg and head room for a modest-sized adult. Small children, the most likely occupants of the third row, ought to have no complaint, save perhaps for the height of the seat in front of them and the distance to the windows (neither unusual in the class).

Raising the third row from the boot floor is made easy by the assistance of electric motors, although getting there is still a clamber best suited to the young. Conversely, physically getting the second row out of the way still requires the muscle mass of an adult, despite hydraulic

assistance. Seats up, there's room for a few shopping bags. Flatten them and there's a very competitive 770 litres. The second row has three individual seats, which, in contrast to the rearmost two, all slide fore and aft. Once lowered, there's a fridgefreezer-swallowing 1955 litres.

It's a model of practicality, then. For front-seat occupants, it's a very smart conveyor of modern luxury, too. Land Rover and Volvo have set the cabin standard here recently, but Audi's interior sensibilities are easily up to the challenge. Its preference for brushed metal (or the appearance of it), sweeping lines, supreme fit and finish and an extraordinary confidence with geometric forms serve it well here. With some helpful options fitted, there isn't a surface or item of switchgear that doesn't commend itself to the touch, and Audi's integration of technology as part of the experience is possibly unparalleled in the mainstream.

So it's surprising that its

virtual cockpit system (where the infotainment menus migrate to the instrument cluster) seems a shade less effective than it does in Audi's saloons and sports cars, the Q7's higher driving position placing it further from your natural line of sight. Still, opting to have the virtual cockpit does make you feel like an Airbus A380 pilot - and we fail to see how that can be a bad thing.

PERFORMANCE



Manufacturers that consider themselves premium no longer countenance the idea of building a large SUV that could be thought sluggish. Most are powered by powerful six-cylinder diesel engines, and those that are not (such as the XC90) get cutting-edge four-pots. The stupendously heavy outgoing Land Rover Discovery is one of the slowest, yet even that beats 10.0sec

to 60mph and comes with 443lb ft of torque to help it along.

The previous Q7, even in its lowliest guise, was a decent performer, and the old 4.2-litre V8 version was properly (and improbably) quick. The latest rangetopping Q7, aided by its terrific weight loss, continues in the vein of that old V8 model, even though it develops 67bhp less. Audi claims 6.5sec to 62mph for our test car, and we validated that at 6.2sec to 60mph. That makes the Q7 quicker than the current stock Porsche Cayenne Diesel by the best part of a second.

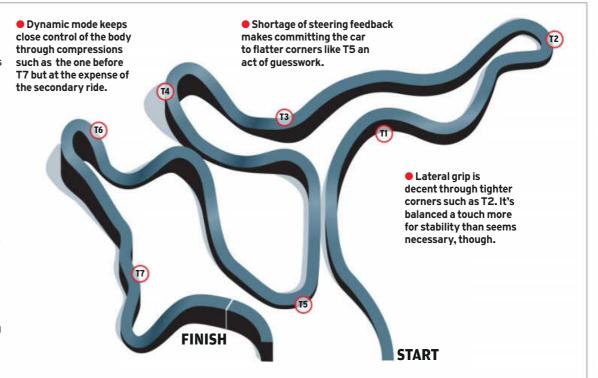
That's impressive, but probably not the criterion on which it'll be judged day to day. The reduction in mass $not with standing, the \,Q7\,remains\,a$ two-tonne, high-sided prospect, so standing starts conducted at full tilt still seem a little gauche. Instead, it's the ease with which the big Audi merges with traffic, makes it to motorway speeds and overtakes lesser mortals that defines the

TRACK NOTES

The Q7's grip and general stability allow it to be driven with limit-defying briskness without appreciably taxing its driver. Even under duress, the electric power steering is disinclined to inform you of its tribulations. Predictably, you run short of grip under the front axle first, the rear wheels holding true to their line in near-unconditional terms.

In the suspension's Dynamic mode a setting that clips the wings of the chassis's pleasing ride compliance it takes a very aggressive entry speed to entice anything other than understeer out of the handling. Slip angle is typically fixed by the traction control applying the brakes rather than the drivetrain doing something clever. Communication of this is left almost entirely to the chassis, though. The steering barely deigns to confer a loss of traction as an event worthy of note.

Nevertheless, by and large, this makes the Q7 uninvolving and untaxing rather than clumsy, and the number of buyers making a determination based on that deficiency will be low.



ACCELERATION 20deg C, dry

Audi Q7 3.0 TDI quattro S line

Standing quarter mile 14.9 sec at 93.2 mph, standing km 27.4 sec at 118.9 mph, 30-70 mph 6.2 sec, 30-70 mph in fourth na



Range Rover Sport TDV6 (2013)

Standing quarter mile 16.1sec at 87.1mph, standing km 29.4sec at 113.5mph, 30-70mph 7.5sec, 30-70mph in fourth 7.9sec



BRAKING 60-0mph: na









The Q7 is impeccably hushed and refined and noise is reduced to a quiet 68dB murmur at 70mph

quality of progress that has become inexorably linked to upmarket SUVs. In all, it copes admirably, the engine's 443lb ft of torque readily available from 1500rpm and capable of sending the lightened Q7 from 30-70mph in the same 6.2sec it takes to reach 60mph from standstill.

Administered by the eight-speed gearbox, the thrust is typically well mannered and the V6 barely tightens up at all before upshifting at 4500rpm. Moreover, the car is impeccably hushed and refined, the audible presence of that engine and the intrusion of road and wind noise reduced to a remarkably quiet 68dB murmur at 70mph.

RIDE AND HANDLING



Anyone familiar with the ungainly, hard-edged oxen cart that the Q7 used to be will likely find themselves in awe of the new model's well-oiled suppleness. With optional air springs fitted, it appears to have taken its cue more from Land Rover than from its SUV-shaped rivals at BMW, the suspension favouring a permissive

long-wave fluency over most ground that allows the Q7's body a hefty degree of congenial float. There's the odd niggle in the ride over pockmarks and expansion joints at low speeds, but we're inclined to blame that on our test car's 21in alloy wheels. Otherwise, entwined with the steady hum of effortless power and the indulgent embrace of the surroundings, the general experience is one of serene agreeableness.

At which point, one suspects, many buyers' expectations will have been met. Some may notice that the Q7 has linear steering and generally goes where you point it, but few will complain that the directness and patent lack of heft in that steering mean that the car clearly isn't as intuitive in its handling as the equivalent Range Rover Sport. Whereas the Range Rover disguises its imposing mass by immaculate management of responsiveness and rate of turn, the Audi doesn't. As a result, the saloon-car quickness of the Q7's rack occasionally feels a little incoherent, given the straight-ahead insouciance of the body control. Granted, with a roundabout-sized application of lock, the air springs

and adaptive dampers rise to the occasion to stop your buttock cheeks having to do the same. But the ramping up of firmness doesn't come as naturally or imperceptibly as in the better-handling Land Rover.

Still, that's a marginal shortcoming in the long run. We'd find a Range Rover Sport easier to place on the road and more engaging to drive quickly, but the Q7's shortfall in such areas isn't serious enough to take more than a faint edge off its more ingratiating qualities. An intimate relationship with road is rarely high on Audi's wish list anyway, and in a two-tonne, sevenseat SUV, the resulting detachment could even be considered desirable.

BUYING AND OWNING



The list prices of the Q7 make it unexpectedly punchy on price. They're roughly in line with the BMW X5's and slightly cheaper than a like-for-like Mercedes-Benz GLE or Range Rover Sport.

But list prices, as ever, tell only part of the story. With perhaps a

little residual scepticism about the car to contend with in the market, our sources aren't predicting the exceptional residual values of some rival luxury SUVs for the Q7. But the problem evidently isn't severe enough to prevent decent value emerging via contract hire deals. Company drivers ought to find the Q7 broadly as cheap on a monthly basis as a like-for-like X5, and competitive CO2 outputs should prevent any nasty surprises materialising via your P11D.

There are two trim levels: entry-level SE and S line, which upgrades your car with 20in alloy wheels, nappa leather sports front seats, a sportier steering wheel and bodykit and a four-zone climate control system. The good news is that you don't have to have the upper-level sportier trimmings to access all of the Q7's optional active safety and chassis systems and infotainment features.

Our True MPG testers produced an average economy result of 32.6mpg for the Q7. Although that's slightly poorer than the most recent likefor-like X5, Range Rover Sport and Cayenne we tested, it's only by a solitary mile to the gallon or so. >

AUDI Q7 3.0 TDI QUATTRO S LINE

£53.835 On-the-road price Price as tested £63,025 Value after 3yrs/36k miles £27.456 **Contract hire pcm** £578 94p Cost per mile Insurance/typical quote 41E/£1015

EQUIPMENT CHECKLIST

Front sport seats	
S line body styling	
LED headlights	Ē.,
Four-zone climate control	
Privacy glass	
Cruise control	
Electrically folding third-row seating	
Power-operated tailgate	
8.3in infotainment screen	
Satellite navigation	
21in part-polished alloys	£1100
Rear view camera	£500
85-litre fuel tank	£115
Electric seat memory function	£350
Adaptive air suspension	£2000
Trailer pack	£1300
Rear side airbags	£350
Interior inlay trim	£550
Automatic kerb view mirror function	£100
Audi Virtual Cockpit	£600
Audi Phone Box	£450
Metallic paint	£675
Valcona leather trim	£1100
Options in bold fitted to test car	
= Standard na = not available	

RANGE AT A GLANCE

ENGINES	POWER	FROM
3.0 TDI SE	215bhp	£47,795
3.0 TDI SE	268bhp	£50,340

TRANSMISSIONS

8-spd automatic

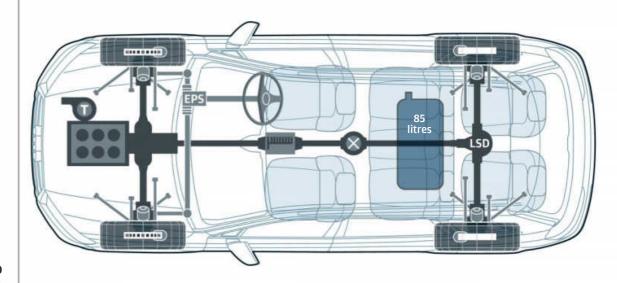
ECONOMY

TEST (TRUE MPG)	Urban	29.3mpg
	Extra-urban	36.0mpg
	Average	32.6mpg
CLAIMED	Urban	42.2mpg
	Extra-urban	47.1mpg
	Combined	45.6mpg

Test range

TECHNICAL LAYOUT

Mixed-metal monocoque features a range of aluminium castings and pressings, as well as both hot and cold-formed steel. Longways V6 engine drives all four wheels via an eight-speed automatic gearbox and a centre differential capable of sending up to 85% of power to either axle. Limited-slip rear differential is also standard fit.



ENGINE

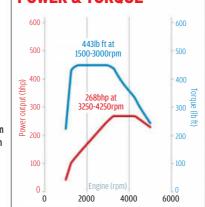
Installation	Front, longitudinal,
	four-wheel drive
Туре	V6, 2967cc,
	turbodiesel
Made of	Cast iron block,
	aluminium head
Bore/stroke	83.0mm/91.4mm

Compression ratio 16.0:1 Valve gear 4 per cvl

Power 268bhp at 3250-4250rpm 443lb ft at 1500-3000rpm Torque **Red line** 4500rpm

Power to weight 126bhp per tonne Torque to weight 207lb ft per tonne Specific output 90bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction Steel/aluminium unitary Weight/as tested 2135/2245kg **Drag coefficient** 0.32 Wheels 9.5Jx21in 285/40 ZR21. **Tvres** Pirelli Scorpion Verde **Spare** Mobility kit

TRANSMISSION

Type 8-spd automatic Ratios/mph per 1000rpm 1st 4.71/6.7 2nd 3.14/10.0 3rd 2.10/14.9 4th 1.66/18.9 5th 1.28/24.5 6th 1.00/31.4 7th 0.83/37.8 8th 0.66/47.6 Final drive ratio 2.84

TEST (TRUE MPG)	Urban	29.3mpg
	Extra-urban	36.0mpg
	Average	32.6mpg
CLAIMED	Urban	42.2mpg
	Extra-urban	47.1mpg
	Combined	AE Cmna

Tank size 85 litres 609 miles

SUSPENSION

Front Multi-link, air springs, anti-roll bar Rear Multi-link, air springs, anti-roll bar

STEERING

Type Electrically assisted rack and pinion Turns lock to lock 2.8 Turning circle 12.4m

BRAKES

Front 375mm ventilated discs 350mm solid discs Rear

Anti-lock Standard with EBD and brake assist

CABIN NOISE

Idle 41dB Max revs in third gear na 30mph 62dB 50mph 64dB 70mph 68dB

SAFETY

ABS, EBD, EDL, ASR, ESC Euro NCAP crash rating Not tested

EMISSIONS & TAX

CO₂ emissions 163g/km Tax at 20/40% pcm £269/538

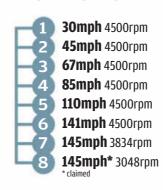
ACCELERATION

MPH	TIME (sec)	
0-30	2.2	
0-40	3.3	
0-50	4.6	
0-60	6.2	
0-70	8.4	
0-80	10.7	
0-90	13.8	
0-100	17.6	
0-110	22.3	
0-120	28.2	
0-130	•	
0-140	•	
0-150		
0-160	-	

KICKDOWN ACCELERATION

MPH	TIME (sec)	
20-40	2.0	
30-50	2.4	
40-60	2.9	
50-70	3.8	
60-80	4.5	
70-90	5.4	
80-100	6.9	
90-110	8.5	
100-120	-	
110-130	-	
120-140	-	
130-150	-	

MAX SPEEDS IN GEAR



RPM in 8th @ 70/80mph = 1472/1682

RESIDUALS



Range Rover Sport and XC90 set a high bar. Q7 doesn't trail its German rivals by as much, but trail it does.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Q7, contact Audi UK Customer Services, Yeomans Drive, Blakelands, Milton Keynes, MKI4 SLR (audi.co.uk, 0800 699 888). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 516f, Iv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

No 5229

Audi Q7

AUTOCAR VERDICT ★★★★☆

Chiselled, plush, suave and spacious; only so-so to drive, though



iven the hefty weight loss and longevity of its predecessor, it's tempting to compare the renewal of the new Q7 with Land Rover's replacement of the Range Rover Sport. Both are lighter, nimbler, quicker, more economical, better appointed and far more luxurious and technology-packed than their forebears. In driver reward, off-road ability and handsomeness, the two diverge. But the Q7 is hugely practical, commendably potent and immaculately mannered, and it comes with a brilliantly constructed cabin – a breathable mix of cathedral-like tranquillity and upper-class imperiousness.

Audi knows what its customers want as well as any car maker – and this Q7 feels much more like the ultimate expression of that knowledge than the last one ever did. It's undeniable that we prefer some of its rivals as more engaging cars to drive but, regardless, the Q7 is destined for big things.

TESTERS' NOTES



MATT SAUNDERS The Q7 feels like a real statement

car to me: Audi flexing its muscles and showing what it can do, a bit like Mercedes-Benz does with the S-Class. I didn't expect to like it so much.



MATT **PRIOR** Driving under trees for 200m in

traffic on a bright sunny day, the dashboard bings, telling me to turn the headlights on. No human would turn them on in that situation. Automatic tech still has a long way to come.

SPEC ADVICE

Audi's S line sporty trappings look fitting on the car and don't hurt its function. The packaged options are also worth having if you have the budget to spend. The Leather Pack (£1500), Technology Pack (£1950) and Dynamic Pack (£2655) add pretty much everything you'll want.

JOBS FOR THE FACELIFT

- More steering weight and feedback please.
- We'd trade a bit of roll control for better handling balance.
- Leave the cabin alone. It definitely ain't broke.



MAKE Model Price Power **Torque** 0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO₂/tax band

Verdicts on every new car, p76



LAND ROVER
Range Rover Sport SDV6 HS
£61,255
302bhp at 4000rpm
516lb ft at 1500rpm
7.2sec (claimed, to 62mph)
130mph
40.4mpg
2115kg
185g/km, 35%

Pricey to run, but otherwise the Sport towers over this class. Third row an option. ****



VOLVO
XC90 D5 AWD Momentum
£45,750
222bhp at 4250rpm
347lb ft at 1750-2500rpm
8.3 sec
137mph
49.6mpg
2009kg
149g/km, 27%

Hugely likeable XC90 has buckets of space. Very pleasant inside, too. ****



Gets from A to B like nothing else in the class, although it looks small in comparison. ****



LAND ROVER
Discovery SDV6 SE Tech
£47,500
252bhp at 4000rpm
443lb ft at 2000rpm
9.3sec (claimed to 62mph)
112mph
35.3mpg
2570kg
203g/km, 37%

but the Disco is still special like nothing else. We'll miss her.

Slow and inefficient it may be.



-
AUDI
Q7 3.0 TDI quattro S line
£53,835
268bhp at 3250-4250rpm
443lb ft at 1500-3000rpm
6.2sec
145mph
45.6mpg
2060kg
163g/km, 30%

As plush and quiet as they come. Anonymous to drive, but that won't put many off.

YOUR VIEWS

Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

Don't change the MOT

I was disappointed at Steve Cropley's comments about the proposed extension of the deadline for MOT tests for new vehicles to four years (A Week in Cars, 29 July).

Having worked in the retail motor industry for more years than I care to remember, it never ceases to amaze me how people are prepared to drive vehicles without even cursory checks as to whether they are roadworthy. This applies to many vehicles less than four years old.

Each MOT station up and down the country has its own tale to tell of the horrors they have seen presented for an MOT.

This is a major safety issue, and the government must not be allowed to alter the status quo.

via email



Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95



ALL MOD CONS

I always enjoy reading James Ruppert's advice about how to navigate through the tangled jungle of used car buying. Lespecially enjoyed 'May the forces be with you' (Deals, 22 July), in which he offered that advice to a former employer of mine, the Ministry of Defence.

I often wished I could have been driving a stylish old Jag rather than a more mundane Ford Escort or Vauxhall Astra but I'm not sure I'd have fancied driving one maintained by the Royal Engineers.

As a former member of the Royal Electrical and Mechanical Engineers, I'd much rather have driven one looked after by REME vehicle mechanics, who are tasked with keeping the Army's motors on the road, rather than the Royal Engineers, who do a fantastic job of building roads and bridges.

Malcolm Callun

via email

LOVE MY BENZ

I enjoyed Andrew Frankel's piece on the Mercedes-Benz E220 Estate (Our Cars, 22 July). I have recently purchased a saloon version and agree that the car does grow on you.

I bought it after four BMWs. I wasn't sure at first but wouldn't drive anything else now. The twin-turbo E220 goes along well and is very comfortable. On a 300-mile journey last week, it averaged 47.9mpg, too, so it wears its BlueEfficiency badge with pride.

John Reilly

via email

FEARS FOR MASERATI

This Maserati owner can't help but think that, once again, the company is going to snatch defeat from the jaws of victory.

It's all very well having a massive new product push, but Maserati needs decent residuals to succeed against the German



competitors. One way to guarantee this won't happen is to destroy your heritage by making parts for cars not even 10 years old unavailable and/or expensive enough to make a LaFerrari owner wince.

Clearing the road of your old cars is not going to get people buying your new ones if they fear they, too, will be left high and dry in the future. Compare and contrast the approach taken by Porsche and Ferrari, who can't seem to do enough to keep their out-of-warranty cars on the road at sensible prices. I fear this will be my last Maserati.

Mark Christy

via email

I came across this temporary road sign (left) in Dorset. I suspect foreign visitors to our country will think our reputation as animal lovers is misplaced.

Steve Batterby

Towcester, Northants

DINO BETTER AS A FERRARI

Patrick Askert questions Ferrari's strategy to sell the Dino as a new Ferrari model, and not as a separate entry like the original (Your Views, 29 July).

I can't speak for Ferrari but, aside from any profitability concerns, there are the fleet-average CO₂ emissions targets to consider. As a low-volume manufacturer, Ferrari is currently

AUTOCAR What you're saying on autocar.co.uk

London's noisy supercar clampdown

When inconsiderate owners disturb other people, then they should be stopped. Sitikchai

How would it be enforced? Will traffic wardens get on their mopeds to chase down Ferraris doing 60mph in a 30mph zone? winniethewoo

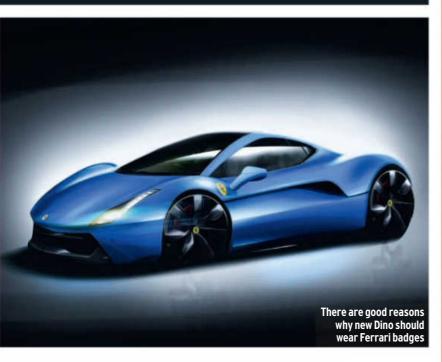
If you want peace and quiet, don't live in central London. Granturismo



If you can afford a million-pound supercar, the threat of a £100 fine isn't going to influence your behaviour.

LP in Brighton

What's a supercar doing in the crowded inner city anyway? It should be out playing where the roads are twisty. voyager12



exempt, but that's not to say things won't change in the future. I'm no expert, but the inclusion of sub-brands in fleetaverage emission targets does seem a bit of a grey area to me.

Aside from emission targets, Ferrari can't afford to be seen as operating in a vacuum. Customer expectation now dictates that all manufacturers strive to make efficiency gains. Luxury marques like Ferrari are no different.

Finally, it's pure speculation on my part, but a new Ferrari Dino would make any future V6 Ferrari California T an easier car to sell, too. This useful spin-off can't have passed unnoticed in Maranello, either...

Mike Spencer

via email

EWES IT PROPERLY

Oh dear, so Matt Prior is going to get some mud on his Land Rover (Our Cars,



1 July). Perhaps as an ex-Rover Triumph employee, I should let him know that a Land Rover was intended to be a rough, tough workhorse, not something to drive across your estate in your tweed jacket, pretending to be a gentleman farmer waving to the peasants...

Get a grip, boy. Heave a couple of pregnant ewes in the back and two dirty sheepdogs and do the job properly.

Barry Ashton

Colwall, Worcs

Matt's asking if you have a couple of pregnant ewes that he could borrow, Barry - MB

EPICA FAIL

The Chevrolet Epica is not American, as James Ruppert wrote (Deals, 29 July). It is Korean. It was never built or sold in the US. It was also sold in Australia as the Holden Epica.

Anthony Bunnage

Gloucester

ELECTRIC DREAMS

In response to Paul Stewart's excellent letter of the week (Your Views, 22 July), I'd like to clarify a huge misconception about electric vehicles.

Paul signs off his letter by positively comparing his EV with fossil-fuelled alternatives. I'd like to ask all EV lovers how they can regard an EV not to be fossil-fuelled while the majority of the power generation in the UK comes from carbon-burning methods? All an EV currently does is move the carbon waste deposits from the tailpipe of a car to the chimneys of our power stations.

In itself, this is not necessarily a bad thing. However, until and unless we can fully embrace renewable technologies so that they feed the majority of our power supply needs, we are just solving one issue to create another one elsewhere.

Martino Corbelli

Manchester

Inside the magazine – on sale 19 August



Aston Martin DB9 GT We say goodbye to an icon with a drive in the 'ultimate' version



FIRST DRIVE

Jaguar XF

First impressions of Jaguar's high-tech new executive saloon



Porsche 911 GT3 RS

The definitive verdict on the most focused 911 derivative on sale



Ken Block's driving lessons We learn how to drive like the king of sideways cool

OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVAN AUD

BMW ACTIVE TOURES

BMW E M4

CITROEN C4 CACTUS FERRARI

FORD

FORD

RD HYUNDAI

KIA SOUL EV





an anyone spare a few hours to drive our Ferrari FF up a ski slope on Wednesday?" It was an unusual email, granted, but not completely bizarre in the somewhat esoteric circles of Autocar. Anyway, "Yep, I'm game" was my immediate response.

So that's how staff photographer Will Williams and I found ourselves heading north, pointing our long-term Ferrari FF's long bonnet and glorious V12 in the direction of the Tamworth Snow Dome.

This was the first time I'd driven the FF, and for two tonnes of Prancing Horse, it's a remarkably fine place to loaf. The ride, driving position and seats are all spot on. And although it's quick – really quick when you're on it – it's hard to think how it could be made more manageable, such is its docile nature in cruise mode.

At this point, you may be wondering

what business we had pulling such a ridiculous stunt. Well, it was a plan hatched by Pirelli to demonstrate the effectiveness of its winter tyres, although attempting a ski slope did make me wonder if the PR team had got their sums wrong.

Pirelli winter tyres to drive to the top of the slope and come back down again safely

It turned out we didn't need our FF on the slope itself – Pirelli had a spare FF waiting for us inside, as you do – but that's the back story to how I came to be sitting at the bottom of an indoor ski slope in a 651bhp Ferrari. The question still remained: would it make it to the top and, perhaps more important, back down again, still in one piece?

Even with the FF's four-wheel drive, on summer tyres it wouldn't have stood a chance. In the morning briefing, Pirelli had told us some facts and figures and it transpires that the crossover point – where a harder-compound summer tyre starts to lose out grip-wise to a softer





LEXUS







RANGE ROVER

RENAULT

RENAULT

SEAT LEON X-PERIENCE

SKODA

SKODA







































Mark Tisshaw









I was fretting it would break traction and become the world's first £230k toboggan

winter tyre - is 7deg C. The temperature in the 'dome' was a very chilly -7deg C.

Mind you, there's more to making a good winter tyre than simply softening the rubber, especially if you want it to work on asphalt as well as snow. Bigger tread blocks are required, to help channel away more of the water and slush, and things called sipes are added to the tread. (Don't worry. I'd never heard of sipes before, either.) It turns out that snow-on-snow action is the best way to generate grip, so sipes act like mini grabbers, gathering up a blanket of snow around the tyre and holding it there for added traction. The theory sounded good, but would it work?

At this point, it would only be correct

to point out that I was having some misgivings. I couldn't shake the thought that I'd get halfway up the slope before gravity dragged me helplessly to the bottom again and into a very unforgivinglooking concrete wall, Still, onwards and upwards... time for a trial run.

I squeezed the throttle and my timid getaway gave no perceptible slip, the Ferrari creeping forward and accelerating quite happily. As the FF started to ascend the 18deg slope, I concentrated on holding a steady throttle, still fretting that it would break traction and become the world's first £230k toboggan. But, no, it continued climbing and climbing, rather like one of those mighty piste bashers that, if

you're anything like me, are endlessly fascinating to watch on ski trips.

Three-quarters of the way up, the slope turns right, and the FF steered perfectly around the bend. Reaching the very top, I did a 180 and stopped without a slither, pointing the nose back down the incline, which, by the way, looked way steeper than 18deg.

Test run complete; trust built. Now it was time to show off for Will's camera. Even grippy winter tyres are no match for 650 horses and an idiot's boot, so drifts were easy, but surprisingly controllable. I'd expected at least one red-faced spin, but it seemed that you could take huge liberties and get away with it on these tyres. The grip and feel they generate is similar to a driving on a dusty dirt-track road.

If you've been on a ski trip and hired a car on winter tyres, you'll understand when I say they are phenomenal.

Driving on snow or ice changes from a game of chance to something safe(ish), predictable and fun - even in a Ferrari.

But they don't just work on snow, as a quick blast outside in our own FF showed on the skidpan, which was drenched with enough water to cause any normal tyres to aquaplane.

I know it's only August, so you aren't thinking about winter just now. But when it does arrive and you're teetering on the edge of adhesion along some frostbitten country road, just remember: a set of these tyres may not prevent blue fingers, but they should avoid white knuckles and damaged pride.

john.howell@haymarket.com

Ferrari FF

Price new (inc options) £314,662 Price now £180,000 Economy 18.2mpg Faults Nose lifter malfunction Expenses None Last seen 5.8.15





Mileage 10,214 Smart safety system proves its worth in a West Country traffic jam

ollision assistance – the system that warns of the danger of a crash and automatically applies the brakes if necessary - isn't the sexiest item on a new car options list. Like smoke alarms and health insurance, it's one of those add-ons you hope you'll never need to find useful. When you're faced with spending a few hundred pounds on such a system, you might be tempted to opt for, say, visible features such as roof rails or something that will boost your enjoyment of the vehicle, such as uprated audio speakers.

I'm thankful, then, that Skoda's Front Assist system came as standard with my Octavia Estate's Elegance trim.

Optimistically, I decided to drive from Hampshire to Cornwall on the last Saturday in July, traditionally one of the





busiest days of the year on the roads. The A303/A30 route is one I've grown familiar with, especially when it comes to forecasting where the really bad traffic black spots will be.

In Wiltshire, there's a point where the A303 crests a hill before dropping down to Solstice Services. There can often be traffic queuing just past the service station because the dual carriageway reaches a roundabout and, beyond that, narrows to one lane.

On this busy day, though, the stationary snake started just over the crest, which caught me out. The Front Assist deployed, first warning me, via an insistent alarm and a graphic in the instrument panel, that I was approaching a slowing vehicle at speed. As a second warning, it followed up with a dab of the brakes, before I'd got around to pressing the pedal myself.

I'm confident that, without the system's intervention, I would have brought the vehicle to a halt within the fast-diminishing gap between my car and the one in front. However, it is reassuring to know that such a system brings real-world benefits. That said, it is not a feature I'm planning to make use of regularly.

matt.burt@haymarket.com

koda Octavia Estate 2.0 TDI

Price £24,580 Price as tested £27,205 Economy 56.5mpg Faults None Expenses None Last seen 15.7.15



Mileage 3050

The more I drive the Suzuki Celerio SZ3 Dualjet, the more I worry about the common sense of not only my fellow drivers but also myself when I'm driving something else.

Why? Because the impression you get whenever you go anywhere, or do anything in this vivacious little car, is that even on a Volkswagen Up scale of achievement, it gets a tremendous amount done, at a remarkable level of refinement given its power and price. And gets amazingly little credit for it.

On several longish trips I've made on a British motorway recently,

the Celerio has been able to cruise comfortably with the repmobiles, even holding its own on gradients because (due to a slick gearchange and a willing engine) you can easily hook fourth and stay with the pack.

However, because your car is obviously not a BMW or an Audi, because it looks tiny in any rear-vision mirror and has a rather apologetically grinning grille across its chops (not the most successful facet of its unpretentious styling), you will invariably be the person into whose path impatient traffic in adjacent lanes chooses to pull. In the hierarchy of cars and brands, a major factor in deciding who wins in passing manoeuvres, you don't have much bargaining power.

For a while, it gets on your nerves. Who's to say the character in the Audi A7 that has just pulled into your path is more deserving of progress than you? But if you're the right sort to be driving this Celerio - someone who feels satisfaction at being on the same road, at the same speed (feeling less

engine vibration and using a fraction of the fuel) as surrounding cars costing five to 10 times as much, then a curious sense of satisfaction will break over you.

It will not be the sort of thing you can boast about, but it will still be a comfort. Especially when you contemplate the small dent in your bank balance from paying a fuel bill. steve.cropley@haymarket.com

Suzuki Celerio SZ3 Dualjet

Price £8499 Price as tested £8929 Economy 62.2mpg Faults Fuel computer replaced Expenses None Last seen 8.7.15



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Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA. England

Volkswagen Golf R

Mileage 4085 Our Golf R steps in as super-sub for a Syncro on a Devon camping trip

he Golf R has just come back from a 450-mile round trip down to Devon in the hands of picture editor Ben Summerell-Youde, who had plans for a weekend of camping at Dub Fest with his Volkswagen-obsessed mates and wanted to take something with an appropriate badge and four-wheel drive while his Syncro van is off the road. In the end, school holiday traffic and persistent downpours made it one of the worst weekends possible for a run down to the West Country, but the Golf proved to be an excellent choice, both for the motorway sections and for traversing slippery, hilly fields to their campsite.

Driving conditions may have been tricky, but the Golf (as always) succeeded in inspiring confidence with its unflappable traction and planted feel, meaning that it was still possible for Ben to make good progress. With visibility being so poor, the knowledge that the Golf was loaded with safety features such as an automatic pre-crash braking system gave him peace of mind, too.

While camping (at another event, in another soggy field, as it turned out), the VW enthusiasts took the opportunity to size up the latest hot Golf. Although their interests lie firmly in classic modified VWs, they had plenty of praise for the Golf R's looks, especially the dark-tinted tail-lights, subtle bodykit,





fetching 19in alloy wheels and the flattering impact of the vivid Lapiz Blue paintwork on the car's crisp lines.

On the subject of the 2.0-litre turbo engine, everyone appreciated the fact that the Golf R packs a generous 296bhp in standard guise, but they were all excited about its tuning potential, suggesting an ECU remap and a more free-flowing exhaust could easily get it to 400bhp. Buying a used Golf R and having it tuned would be a far cheaper way of achieving that sort of power than putting in an order for the upcoming

Golf R400, that's for sure.

Even though it had been raining all night, getting out of the campsite the next morning was a doddle for the Golf R, thanks to its tenacious AWD system. Ben didn't feel the need to stick around to tow out fellow campers in their front-drive hatchbacks, though...

Before that trip, the Golf had to go back to VW for a week to have persistent cabin rattles tracked down and the front end checked over after clouting an extra-nasty pothole. Although there were no obvious signs of anything being amiss, VW found that one of the alloys was buckled and needed replacing, at a cost of £721. They also replaced the driver's sun visor (one of the rattles being from the vanity mirror) and re-secured the nearside front window guide.

When it returned, the Golf felt better for having the buckled wheel replaced, unsurprisingly, and the cabin seemed mercifully free of unwanted noises at first. However, I've since noticed that the dashboard is still rattling. My quest for a quiet life isn't being helped by an increasingly frequent creak from the driver's seat. I don't think I can blame the state of our roads for that.

allan.muir@haymarket.com

Volkswagen Golf R DSG 5dr

Price £32,220 Price as tested £39,100
Economy 25.8mpg Faults Cabin rattles,
creaking driver's seat Expenses New alloy
wheel £721 Last seen 8.7.15

THE LOG BOOK



Renault Twingo

Mileage 3000 Last seen 8.7.15
You don't choose a city car for its load bay, but it's still useful to be able to do some load-hauling from time to time. I had concerns about the Twingo's boot space, because of the engine's location in the rear, but they were unfounded. A large suitcase fitted in without having to fold down the rear seats. I didn't even have to remove the parcel shelf. MB



Lexus NX300h

Mileage 5210 Last seen 15.7.15
A drive in a Toyota RAV4 had me confused. The NX and the RAV4 share a platform, but the one in the heavier Lexus has been considerably stiffened, for more rigidity. However, the NX produces a nasty shudder from the tailgate when you close a door. There's always been a mystery rattle over bumps from somewhere in the back, too. I'm intrigued that the RAV4 should feel more solid. MP



Porsche Panamera

Mileage 6622 Last seen 22.7.15
I braved Operation Stack to drive to Paris recently. Luckily, the Panamera is a superbly refined place to sit for a solid six hours. The eight-speed PDK bothered me on the busy motorway, though, continually changing between the upper gears. I found that moving the gear selector over to sport manual mode meant it held on to eighth better. BSY

Bargain new and used motors



A certain je ne sais quoi

No one does big, plush barges like the French. James Ruppert looks at some of the less risky options

ocation matters, and I'm lucky enough to live near enough to an ex-Citroën dealer to seriously consider a CX or XM of my very own. It is a terrifying thought that the only big French cars I'd like to own are so old and complicated, though. So I started to wonder: if I really wanted a Le Barge, shouldn't I consider something less ancient? The thing is, there isn't an awful lot of available choice. But still...

The Peugeot 607 is a handsome beast. Available from 2000, it offers a mix of petrol engines that no sane person would buy and diesels that everyone wants. The 110bhp diesel struggles, and there is a whole boring list of engines and trim levels that came and went, as well as a minor facelift in

2004, but all you really need to know is what's actually out there and how much.

Prices seem to start at about £1000, and there can be advertised issues if the seller is honest. Petrol and diesel 2.2s and the HDi V6 ought to be the sensible picks. The entry S spec seems to dominate, indicating old company cars, and if the mileage is suitably huge, it could have served time as a minicab. Spend £2500 and you get the big-spec 2005 examples. That may seem quite a lot, but not if it all works. Top money is up to £4000 for a lowish-mileage, fewowner SE or Executive.

I still want a CX, but for now a C6 would be the next best thing. Citroën sold only about five of them and one still lives at the end of my road.



These complicated cars are not as cheap as you might expect. Maybe rarity does help after all, but whatever the reason, you will be paying £5500 or more for one. The best thing, though, is that they seem to be cars that have been cherished by their owners.

Lignage and Exclusive trim levels have everything you could ever possibly need. The 2.7 HDi V6 is the most popular engine, but you can find the

The Espace was the last decent big Renault with a bit of style. A 3.0 V6 for £600 was really rather tempting







BANGERNOMICS BEST BUYS



READER'S CARS: SAAB 9-5 AND NISSAN PRIMERA

Bob Blincowe applied Bangernomics to avoid debt and big overheads when he set up a new business two years ago. "We bought a 2003 Saab 9-5 Vector 3.0 TiD for £1600 and a 2004 Nissan Primera SVE 2.0 TD for £1450," he says. "The Saab has covered just over 30,000 miles with us and shows 135,000 in total. The Nissan: 45,000 miles and just over 140,000 in total. The only costs have been routine servicing and fuel. We even drove the Saab to Frankfurt in March and it never missed a beat."

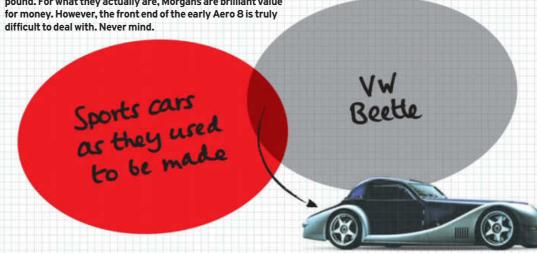
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USED CAR DILEMMA: MORGAN AERO 8

Handbuilt sports cars: you don't get many of those to the pound. For what they actually are, Morgans are brilliant value for money. However, the front end of the early Aero 8 is truly



some at the dregs end of the classified ad market at £400 to £500. The owners all said that they were brilliant and in top-of-the-line Executive spec. I'm sure they were right.

Safrane. I succeeded, though, and found

2.2 diesel, too. A 2008 example at £8000 is the most money you will pay. Renault checked out of the barge market years ago, so good luck finding a

I reckon the equally obsolete Espace was the last decent big Renault with a bit of desirable style. I thought £600 for a 3.0 dCi V6 Privilege was really rather tempting, plus it had a panoramic roof.

So there are more Le Barges out there than I bargained for. They could also be trouble, but it would be fun finding out just how much.

The scores on the doors

Want to arrive in style by stepping out of a car with dramatic doors? **Nigel Donnelly** looks at five ways to make an entrance, from £1000 up

DeLorean DMC-12 (1981-1982)

The sorry tale of the DeLorean DMC-12 is one of the best known in the modern motor industry. None of the complex politics, drugs, cash or Hollywood glitz should hide the fact that the car was as much a dynamic disappointment as it was a commercial one. The technology was eye-catching, though. The brushed stainless steel exterior skin remains a style statement today, but what really made it stand out from the crowd was gullwing doors.

The Renault-derived engine was not butch enough to haul this stylish 1980s car around with any real urge, which was lucky, because the rearengined configuration gave it tricky handling. It was built over such a short period that there was no time to develop the car or improve its build quality issues, either.

But popular culture has been kind to it and prices are strong; £18,000 may put you behind the wheel and £30,000 gets you the best.



BMW Z1 (1986-1991)

The original BMW Z roadster is thought to have taken its name from its rear suspension: the first iteration of the firm's multi-link rear 'Z' axle. However, the Z1's doors are one of its most striking features, dropping down inside the sills.

The rest of the body is similarly space age, being a glassfibre shell

based around a steel and carbonfibre monocoque. Beyond that, it used the engine and gearbox from the 325i. No bad thing, but it makes the 171bhp Z1 quick rather than devastatingly fast.

With just 8000 Z1s built, choice is limited and prices high. The starting price for one worth having is £20,000.

Peugeot 1007 (2004-2009)

Adding sliding doors to a compact city car looked like the ideal way to conquer the difficulty of getting in and out of a two-door car in a compact urban parking space.

Sadly, the 1007 was a one-trick pony. Peugeot knows a thing or two about making great small cars, but the heavy, lethargic 1007 was a betrayal of its small car heritage.

At least the premium pricing when new is no longer an issue, because £1000 will net you a good one. Go for a strong colour and quirky interior and keep your fingers crossed that they develop a cult following. You might be lucky.









Bond Bug (1970-1974)

Rear-wheel drive does not necessarily make something a driver's car but, equally, numbers often don't completely tell the story about performance. And so it is with the Bond Bug. It takes 23 seconds to reach 60mph from rest and is maxed out at 75mph, but you never want more.

The fabric doors and lifting canopy ensure that it feels faster, as does the inherently nervy stability that comes with a tricycle set-up with a single front wheel. They only come in orange and only basket cases are cheap. Although £4k will get you a runner, you should budget twice that for the best.

Toyota Sera (1990-1996)

Although the Toyota Sera was never officially sold in the UK, plenty made the journey over here. Its doors are dihedral, not gullwing, and the solution was elegant enough to catch the eye of McLaren F1 designer Gordon Murray, who incorporated them into his supercar.

Earliest examples are now 25 years old, but the Sera still has a futuristic air about it, helped by a 'glass canopy' look that makes it look like something from the Jetsons. Roadworthy examples are now available from around £2000, and they'll never be worth less.



NEW CARS

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Autocar's star ratings explained

****	Inherently dangerous/unsafe.
	Tragically, irredeemably flawed.
****	, , , , , , , , , , , , , , , , , , ,
	significant failings.
****	3
*****	accepted class boundaries.
****	•
*****	class boundaries in a few areas. Still
	not recommendable.

*****	on the passi Below arelage in
	nearly all areas.
****	receptuarier raceus areruge in he, areas, aut
	disappoints.
***	Competent. Above average
	in some areas, average in others.
	Outstanding in none.
****	Good. Competitive in key areas.
****	Very good. Very competitive
	in key areas, competitive in
	secondary respects.
****	Excellent, Near class
	leading in key areas, and in some
	ways outstanding.

~~~~	Dimidrit, diisai passea. Ali bat flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

#### FOR FULL RESULTS see page 91

Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bho	CO ₂ g/km Insurance group	Make and Mode	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp
ABARTH		4.7 V8 S	£99995 4	30 299 -	2.0 TFSI 300 quattro S3	£31600	296	162 36	1.8 TFSI 120 Black Edition	£29315	1
GOO 3dr hatch Good value is great fun to drive	hot hatch. In Esseesse trim ★★★☆☆	5.9 V12 S VANTAGE ROADSTER 20	£138000 5		1.2 TFSI 110 SE 1.2 TFSI 110 Sport	£19235 £20635		117 17 117 17	1.8 TFSI 170 SE 1.8 TFSI 170 S line	£27315 £30170	
.4 T-Jet	£14205 133 155 26	the Vantage's relaxed nature	***	rά	1.2 TFSI 110 S line	£22745	108	114 18	1.8 TFSI 170 Black Edition	£30945	5 1
SOO CONVERTIBLE 2dr as a softer ride than the tin-to	open Open-top hot hatch	4.7 V8 4.7 V8 S	£98995 4 £110700 4		1.4 TFSI 125 SE 1.4 TFSI 150 SE ACT	£20535 £21385		122 18 112 23	3.0 TFSI 333 quattro S4 4.2 V8 RS4	£40910 £56595	
.4 16v Turbo T-Jet	£16005 133 155 27	5.9 V12 S	£150000 5	10 388 -	1.4 TFSI 150 Sport ACT	£22785	148	112 23	2.0 TDIe 136 SE	£28900	) 1
PUNTO EVO 3dr hatch S		DB9 VOLANTE 2dr open		mprovement		£24935		114 24	2.0 TDIe 136 SE Technik	£29900	
un, but not the most focused h . <b>4 Turbo M'Air</b>	£16857 161 142 30	dynamically 5.9 V12	★★★☆ £141995 4		1.4 TFSI 150 e-tron 1.8 TFSI 180 quattro Sport	£35340 £27450		37 29 149 27	2.0 TDI 163 Ultra SE 2.0 TDI 163 Ultra SE Technik	£29620 £31040	
		DB9 2dr coupé Enchanting	looks, but ride	is choppy.	1.6 TDI 110 ultra SE	£21485	108	89 17	2.0 TDI 177 S line	£32475	1
ALFA ROMEO MITO 3dr hatch Classy, wel	Lenuinned and chean No.	Manual the best 5.9 V12	★★★☆ £131995 4		1.6 TDI 110 ultra SE Technik 1.6 TDI 110 Sport	£22235 £22885		89 17 105 17	2.0 TDI 177 Black Edition 2.0 TDI 177 quattro SE	£33250 £31180	
lynamic benchmark	****	VANQUISH 2dr coupé A B	ritish supercar	for British	1.6 TDI 110 S line	£25035	108	107 18	2.0 TDI 177 quattro SE Technil	£32480	) 1
.9 TB TwinAir 105 Distinctive .9 TB TwinAir 105 OV Line	£16160 103 98 13 £16910 103 98 13		★★★★ £189995 5		2.0 TDI 150 SE Technik 2.0 TDI 184 Sport	£23585 £25505		108 23 112 27	2.0 TDI 177 quattro S line 2.0 TDI 177 quattro Black Edit	£34035	
.4 140 M'iair TCT Distinctive			£10///3 3	03 333	2.0 TDI 184 quattro Sport	£28415		127 26	3.0 TDI 245 quattro Black Edit		
.4 140 M'air TCT OV Line	£18460 138 124 20		- Abo Mini For		2.0 TDI 184 S line	£27655		114 28	A4 ALLROAD 5dr estate	Rugged 4x	(4 A
.4 170 M'Air O'Verde .3 JTDm-2 85 Distinctive	£20300 168 139 26 £16745 94 90 11		o the Mini. Fun	and refined	A3 CABRIOLET 2dr open the usual sacrifices make it fun				★ ★ ★ ☆ ☆ 2.0 TFSI 225 quattro	£34515	. 2
.6 JTDm-2 120 D'tive S-S	£17910 118 114 19	1.4 TFSI 125 Sport		23 115 21	1.4 TFSI 150 S line	£29675	148	118 26	2.0 TDI 177 quattro	£32680	) 1
.6 JTDm-2 120 OV Line GIULIETTA 5dr hatch Sty	£18660 118 114 20	1.4 TFSI 125 S line 1.4 TFSI 150 S line		23 117 21 48 112 25	1.4 TFSI 150 SE 1.4 TFSI 150 Sport	£26125 £27525		116 24 116 25	3.0 TDI V6 245 quattro A5 5dr sportback Refined for	£38265	
atch. A new era for Alfa	****	2.0 TFSI 231 S1	£25420 2	28 162 33	1.8 TFSI 180 S line Au	£32895	178	133 29	on charm or finesse	**	* *
2.0 JTDM 175 Excl. TCT	£25840 148 110 20			14 92 19	1.8 TFSI 180 Sport Au	£30745		133 29 115 27	1.8 TFSI 170 Black Edition	£32615	
.0 JTDM 175 OV Line TCT .4 TB 120 Progression	£27590 148 110 20 £18450 118 149 16	1.6 TDI 116 S line		14 92 19 14 93 19	2.0 TDI 150 S line 2.0 TDI 150 SE	£31125 £27575		113 24	1.8 TFSI 170 SE Technik 2.0 TDI 136 ultra	£29900 £28195	
.4 TB 120 Distinctive	£19700 118 149 16	A1 5dr sportback Rear door	s add convenie	nce to an	2.0 TDI 150 Sport	£28975	148	113 25	2.0 TDI 136 ultra S line	£32265	5 1
.4 TB Mult'ir 170 Distinctive .4 TB Multiair 170 Excl.	£21200 168 134 23 £22950 168 134 23		★★★★ £17350 1	23 118 21	1.8 TFSI 180 Sport 1.8 TFSI 180 quattro Sport	£29265 £32225		140 29 154 29	2.0 TDI 136 ultra SE 2.0 TDI 136 ultra SE Technik	£30435 £31385	
.4 TB Multir 170 Ex'ive TCT	£24245 168 121 23	1.4 TFSI 125 S line	£19345 1	23 119 21	1.8 TFSI 180 S line	£31415	178	140 31	2.0 TDI 150	£30100	) 1
.4 TB Multiair 170 OV Line .4 TB Mult'r 170 OV Line TCT	£24700 168 134 23 £25995 168 121 23			48 112 25 28 166 33	1.8 TFSI 180 quattro S line 2.0 TFSI 300 quattro S3	£34415 £39245		157 32 165 42	2.0 TDI 150 Black Edition 2.0 TDI 150 S line	£35935 £34980	
.6 JDTM 105 Progression	£19500 103 114 16			14 92 19	1.6 TDI 110 SE	£26225		110 17	2.0 TDI 150 SE	£31870	
.6 JDTM 105 Distinctive	£20750 103 114 16			14 92 19	1.6 TDI 110 Sport	£27625		110 18	2.0 TDI 150 SE Technik	£33340	
.6 JDTM 105 Excl. !.O JTDM 150 Distinctive	£22500 103 114 16 £21930 148 110 20			14 93 19 no and good	1.6 TDI 110 S line 2.0 TDI 184 Sport	£29775 £30245		112 20 117 30	2.0 TDI 177 Black Edition 2.0 TDI 177 quattro Black Edit	£34885 £36540	
.O JTDM 150 Excl.	£23680 148 110 20	engines. Second only to the Gol	f ***	r☆	2.0 TDI 184 S line	£32395	181	119 31	2.0 TDI 177 quattro S line	£35465	5 1
.O JTDM 150 OV Line IC 2dr coupé A singular sta	£25430 148 110 20	1.2 TFSI 110 SE 1.6 TDI 110 ultra SE Technik		08 117 17 08 89 17	2.0 TDI 184 quattro S line 2.0 TDI 184 quattro Sport	£35435 £33285		134 31 132 30	2.0 TDI 177 quattro SE 2.0 TDI 177 quattro SE Technil	£32475	
ut the best current Alfa by mil	es ★★★★☆	2.0 TDI 184 quattro S line	£29945 1	48 129 26	A4 4dr saloon Highly compet	tent and qua	ality lad	den;	2.0 TDI 177 SE Technik	£32170	) 1
.751	£51500 237 159 50			48 127 26	leaves the dynamic finesse to its				2.0 TFSI 225 quattro Black Ed		
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33 2dr coupé Rapid, usable		2.0 TFSI 300 quattro S3	£30980 2	96 162 36	2.0 TDI 150 SE	£28855	148	127 23	2.0 TFSI 225 quattro SE Techn	i £34730	2
ın M3 I.O S Biturbo	★★★★☆ £51350 394 224 -	1.2 TFSI 110 Sport 1.2 TFSI 110 S line		08 117 17 08 114 18	2.0 TDI 150 SE Technik 2.0 TDI 177 SE Technik	£30275 £29620		127 23 120 27	3.0 TDI 204 Black Edition 3.0 TDI 245 quattro Black Edit	£38485	
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ın M3 I.O S Biturbo	★★★★☆ £50350 394 224 -	1.4 TFSI 125 Sport 1.4 TFSI 125 S line		23 122 19 23 124 20	2.0 TFSI 225 quattro S line	£34500 £31645		155 33 155 32	1.8 TFSI 170 1.8 TFSI 170 SE	£26780 £28550	
33 CONVERTIBLE 2dr o				48 109 23	2.0 TFSI 225 quattro SE 2.0 TFSI 225 quattro SE Techni			155 33	1.8 TFSI 170 S line	£31540	
Iternative to an M3.	****	1.4 TFSI 150 Sport ACT	£22165 1	48 109 23	1.8 TFSI 120 SE	£24385	118	151 19	3.0 TFSI 333 quattro S5	£42990	3
8.0 S Biturbo B3 TOURING 5dr estate	£56450 394 225 - Rapid, usable and cheaper			48 111 24 78 135 26	1.8 TFSI 120 SE Technik 1.8 TFSI 120 S line	£25685 £27240		151 19 151 20	2.0 TDI 177 2.0 TDI 177 SE	£29050 £30820	
Iternative to an M3.	<b>★★★★☆</b>	1.8 TFSI 180 quattro Sport	£26830 1	78 149 27	1.8 TFSI 120 Black Edition	£28015	118	151 20	2.0 TDI 177 S line	£33810	) 1
I.O S Biturbo <b>35 4dr saloon</b> Huge pace, b	£51350 394 225 -			78 135 27 78 153 28	1.8 TFSI 170 SE 1.8 TFSI 170 SE Technik	£26000 £27420		134 25 134 24	3.0 TDI 204 S line 3.0 TDI 245 quattro S line	£37410 £41090	
lynamics	<b>★★★☆☆</b>	1.6 TDI 110 ultra SE	£20865 1	08 89 17	1.8 TFSI 170 S line	£28855	168	134 26	A5 2dr coupé High class, go	od-looking	g cou
35 Biturbo 35 Biturbo	£71950 507 252 - £71950 500 252 -			08 105 17 08 107 18	1.8 TFSI 170 Black Edition 3.0 V6 333 S4	£29630 £39610		134 26 178 36	coupe better than V6 Cab 1.8 TFSI 170 Black Edition	£32865	
B5 TOURING 5dr estate				48 108 21	3.0 V6 333 S4 Black Edition	£40685		178 36	1.8 TFSI 170 S line	£31790	
ıninvolving dynamics	<b>★★★☆☆</b>	2.0 TDI 150 SE Technik	£22965 1	48 108 23	2.0 TDle 136 SE Technik	£28600	134	112 23	2.0 TFSI 225 quattro Black Ed	i £37575	5 2
8 <b>5 Biturbo</b> <b>87 4dr saloon</b> Makes sense	£71950 500 255 - on an autobahn but not fo			48 108 21 48 109 21	2.0 TDIe 136 SE 2.0 TDI 163 Ultra SE	£27600 £28320		112 23 109 27	2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE	£36620 £33995	
he UK	★★★☆☆	A3 4dr saloon All the A3's s	andard attribu	tes in a	2.0 TDI 163 Ultra SE Technik	£29740	161	109 27	1.8 TFSI 170 SE	£29200	) 1
1.4 V8 Switch-tronic 1.4 V8 Switch-tronic LWB	£95850 500 282 - £98850 500 282 -		★★★★ £23335 1		2.0 TDI 177 S line 2.0 TDI 177 Black Edition	£31175 £31950		120 27 120 28	3.0 TFSI 333 S5 3.0 TFSI 333 S5 Black Edition	£43790 £44865	
D3 4dr saloon Precise dyna	mics with added Alpina	1.6 TDI 110 S line	£25585 1	08 106 18	2.0 TDI quattro 177 SE	£29880	175	134 27	4.2 V8 RS5	£59920	) 4
rudos and a great engine	★★★★☆ £46950 345 139 50	1.8 TFSI 180 quattro S line	£30225 1	78 153 28	2.0 TDI quattro 177 SE Technik	k £31180	175	134 27	2.0 TDI 163 Ultra SE	£31590	) 1
I.OD Biturbo D <b>5 4dr saloon</b> Rapid, usablo		o 1.8 TFSI 180 Sport			2.0 TDI quattro 177 S line 2.0 TDI quattro 177 Black Edit				2.0 TDI 177 SE 2.0 TDI 177 S line	£31470 £34060	) 1
an M5	****	2.0 300 quattro \$3	£33580 2	96 164 36	3.0 TDI quattro 245 SE	£35360	237	149 33	2.0 TDI 177 Black Edition	£35135	5 1
8.0 Bi-Turbo KD3 5dr 4x4 Alpina's first	£55950 340 155 - SUV is a triumph. Hugely	2.0 TDI 150 Sport 1.4 TFSI 150 ACT S line	£24785 1 £25485 1		3.0 TDI quattro 245 S line 3.0 TDI quattro 245 Black Edit	£38215 £38990			2.0 TDI 177 quattro SE 2.0 TDI 177 quattro S line	£33125 £35715	· 1
ast, capable and desirable	****	1.8 TFSI 180 S line	£27225 1	78 135 24	A4 AVANT 5dr estate High	hly compete	ent and	quality	2.0 TDI 177 quattro Black Edit	£36790	) 1
1.0 XD3	£54950 345 - 49	1.6 TDI 110 Sport 2.0 TDI 150 S line		08 104 17	laden; leaves dynamic finesse to 1.8 TFSI 170 SE Technik	o others 🛨 £28735	★★ 1E0	★☆ 1//1 2/	3.0 TDI 204 S line 3.0 TDI 204 Black Edition	£37660 £38735	
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ATOM Odr open Superbike	fast track mentalism. As	2.0 TDI 184 S line	£28205 1	81 114 28	2.0 TDI 150 S line	£31530	148	124 23	3.0 TDI 245 quattro Black Ed'	£42260	2
xhilarating as cars get	★★★★ £29321 245	2.0 TDI 184 quattro Sport 2.0 TDI 184 quattro S line			2.0 TDI 150 SE 2.0 TDI 150 SE Technik	£30155 £31575	148	129 23	A5 CABRIOLET 2dr open powered, steel-sprung trim's be		
300	£34319 300	A3 5dr sportback Classy in	terior, stable h	andling and	2.0 TDI 177 SE Technik	£30920	175	126 27	1.8 TFSI 170 S line	£35570	) 1
7 <mark>8</mark> 3 Mugen	£34319 300 £150000 500 £49740 270	good engines. Second only to the 1.4 TFSI 125 S line	1e Golf ★★↑	★★☆ 23 124 20	2.0 TFSI 225 quattro Black Edi 2.0 TFSI 225 quattro S line				1.8 TFSI 170 S line Special Ed 2.0 TDI 150 S line	£36695 £37515	
-	E-171-10 E10 -	1.4 TFSI 125 Sport	£21935 1	23 122 19	2.0 TFSI 225 quattro SE	£32945	222	159 32	2.0 TDI 150 S line Special Edi	£38520	) 1
ASTON MARTIN	loor Acton is more are-1	1.8 TFSI 180 quattro S line	£29675 1	78 153 28	2.0 TFSI 225 quattro SE Techni	i £34245	222	159 33	2.0 TDI 150 SE	£34265	5 1
RAPIDE 4dr saloon Four-o cal, but just as charming	****	1.8 TFSI 180 S line 1.8 TFSI 180 Sport		78 135 27 78 135 26	3.0 TDI 245 quattro S line 3.0 TDI 245 quattro SE				2.0 TDI 177 S line Special Edi 2.0 TFSI 225 quattro S line	£38950 £41980	
5.9 V12 S	£149995 550 355 -	2.0 TDI 150 S line	£26385 1	48 109 21	3.0 TFSI 333 quattro S4 Blk Ed	£41985	328	180 36	2.0 TFSI 225 quattro S line Sp	£42870	) 2
VANTAGE 2dr coupé Stur a new benchmark for Aston	ning Brit sports car. V12 is  ★★★☆	2.0 TDI 150 SE 2.0 TDI 150 Sport			1.8 TFSI 120 SE 1.8 TFSI 120 SE Technik				2.0 TFSI 225 quattro SE 2.0 TFSI 225 S line	£38615 £38860	
4.7 V8		2.0 TDI 184 quattro S line	£30565 1	75 129 26	1.8 TFSI 120 S line				2.0 TFSI 225 S line Special Ed		



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Make and Mode	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
	£35575	222			1.4 TFSI 150 S line	£28060	138	131	
	£42680 £46110	201	138 173		2.0 TFSI 180 quattro SE 2.0 TFSI 180 quattro S line	£29640 £32190	176 176	152 155	
1.8 TFSI 170 SE	£32320	168	143	28	2.0 TFSI 180 quattro S li Plus	£34540	176	161	
	£47035 £69555		189 249		2.5 TFSI 340 quattro RS 2.0 TDI 150 SE	£45540 £26920		203 119	
	£34575		127		2.0 TDI 150 SE	£28480		131	
	£37825		127		2.0 TDI 150 S line	£29470		122	
	£41555 £45220		138		2.0 TDI 150 quattro S line 2.0 TDI 150 quattro S li Plus	£31030 £33380		134 140	
A6 4dr saloon The best sprung	Audi salo	on, ar	nd one		2.0 TDI 184 quattro SE	£29280	181	139	24
the most appealing full stop 3.0 BiTDI 320 quattro Black Ed	★ ★ ★ £51165		164	44	2.0 TDI 184 quattro S line 2.0 TDI 184 quattro S li Plus	£31845 £34195		143 148	
	£48990		159		Q5 5dr 4x4 Exceptionally goo				
	£43135 £44895		127		very compromised ride	***	*:	174	
	£44093		133		2.0 TFSI 180 quattro S line PI 2.0 TFSI 180 quattro SE	£36270 £31370	178	174	
3.0 TDI 218 quattro SE	£40195		133		2.0 TFSI 180 quattro S line	£33770	178	174	
	£46455 £56545		138 214		2.0 TFSI 225 quattro SE 2.0 TFSI 225 quattro S line	£32845 £35300		173 179	
	£32295		113		2.0 TFSI 225 q'tro S line Plus	£37800		181	
	£34820	187			2.0 TDI 150 quattro SE	£31720		147	
	£36995 £38435		119		2.0 TDI 150 quattro S line 2.0 TDI 150 quattro S line Plu	£34120 £36655		150 152	
	£40960		122		2.0 TDI 177 quattro SE	£32610	175	154	24
	£41755		133		2.0 TDI 177 quattro S line	£35010		154	
	£44280 £46465		133 159		2.0 TDI 177 q'ttro S line Plus 3.0 TDI 245 quattro SE	£37510 £38370	241	154 169	
A6 AVANT 5dr estate A capa	able stres	s bust	ter; Bi		3.0 TDI 245 quattro S line	£40770	241	169	34
a giant killer 3.0 BiTDI 320 quattro Black Ed	££3330 ★ ★ ★		169	44	3.0 TDI 245 q'ttro S line Plus 3.0 BiTDI 313 SO5	£43270 £44785		169 174	
	£51040		164		Q7 5dr 4x4 Seven-seat SUV fe				
	£45185		130		Land Rover is better	***			27
	£46960 £44770		144		3.0 TDI 204 S line Plus 3.0 TDI 245 S line Plus	£51155 £52585	201	189 195	
3.0 TDI 218 quattro SE	£42245	215	138	39	3.0 TDI 245 S Line Sport Editi	£55585	237	195	41
	£48520 £78790		144 223		3.0 TDI 245 S Line Style Editi 4.2 TDI 340 S line Plus	£54085 £62220		195 242	
	£58545		219		4.2 TDI 340 S Line Sport Editi	£65220		242	
	£34345		118		4.2 TDI 340 S Line Style Editi	£63720		242	
	£36870 £39045		119 124		3.0 TDI 204 SE 3.0 TDI 204 S line	£43895 £46655		189 189	
3.0 TDI 218 SE	£40485	215	125	34	3.0 TDI 245 S line	£48085	237	195	40
	£43010 £43805		125 138		4.2 TDI 340 S line TT 2dr coupé TT finds its mojo	£57720		242	
	£46330		138		now an equal to the obvious pres				
3.0 BiTDI 320 quattro SE <b>A6 ALLROAD 5dr estate</b> Ru	£48515		164		2.0 TFSI Sport	£29915 £32860		141 153	
pricey	± ★ ★			iiuie	2.0 TFSI Sport quattro 2.0 TFSI S line	£32465		141	
	£45755		149		2.0 TFSI S line quattro	£35410		153	
	£49455 £47315		149 149		2.0 TFSI 310 quattro TTS 2.0 TDI Ultra Sport	£38945 £29810		168 116	
3.0 TDI 272 quattro Sport	£51015	268	149	42	2.0 TDI Ultra S line	£32360	181	116	35
	£52125 £55825		172		TT ROADSTER 2dr open To				
3.0 BiTDI 320 quattro Sport  A7 SPORTBACK 5dr hatch					fine looks - but still hugely compo 2.0 TDI ultra 184 S line	£34545	181	114	36
practicality and driver reward	***	τ★₹	ł		2.0 TDI ultra 184 Sport	£31995		114	
	£53045 £55395		182 182		2.0 TFSI 230 quattro S line 2.0 TFSI 230 quattro Sport	£37595 £35045		158 158	
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37	2.0 TFSI 230 S line	£34650	228	144	38
	£48705		128		2.0 TFSI 230 Sport	£32100		144	
	£47670 £50480		138		2.0 TFSI 310 TTS  R8 2dr coupé Usable, but no l	£41130 ess involvi		173 d dra	
3.0 TDI 218 quattro Black Edit	£52830	215	142	42	ic for it. V10 is brutal	***	*1	7	
3.0 TDI 272 quattro SE Executi	£50255 £53060		138		4.2 FSI 430 V8 5.2 FSI 525 V10	£93785 £114885			
					5.2 FSI 550 V10 Plus				
3.0 TDI 272 quattro Black Edit 3.0 BiTDI 320 quattro S line	£56730	316	167	45	DO COVDED 2dr apan Cras	l naice an	dlaca	c 15441	
3.0 BiTDI 320 quattro Black Ed	£59080	316	167 4	45	the coupe's poise 4.2 FSI 430 V8	£10343E	421	327	50
convincing exec saloon	able and	oulid.	ri ri		5.2 FSI 525 V10	£102435	518	349	50
3.0 TDI 258 quattro SE Exec 2.0 TFSI 245 Hybrid	£62185	247	155	46	BAC				
Z.U 1151 Z45 HYDFID 2.D TFSI 245 Hybrid I	£64280 £68285	208	144	42	MONO 2dr open An F-22 Rap	tor for the	road	Oplv	
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46	better built	***	*1		
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46	Mono 2.3	£111168	280	-	
	£79760	429	216	49	BENTLEY				
4.0 TFSI 435 quattro SE Exec L 4.0 TFSI 435 quattro Snort Fvo	£80735	513	216	49	CONTINENTAL GT 2dr cou	pé A brill	iant A	udi	_
4.0 TFSI 435 quattro Sport Exe		493	254	50	V8-inspired reboot	***	★ £	7 220	E.
4.0 TFSI 435 quattro Sport Exe	£97920		155	46	6.0 W12 GT Speed 4.0 V8	£151100 £123850 £139000	500	338 246	50
4.0 TFSI 435 quattro Sport Exe 4.0 TFSI 520 S8 6.3 W12 500 quattro L 3.0 TDI 258 quattro SF	£97920 £59580 £63545	25/	158		2 94 0 1	C120000	200	24/	F
4.0 TFSI 435 quattro Sport Exe 4.0 TFSI 520 S8 6.3 W12 500 quattro L 3.0 TDI 258 quattro SE 3.0 TDI 258 quattro SE L 3.0 TDI 258 quattro SE Exec L	£66150	247	158	46	4.0 10 3	£139000	521	240	ЭĹ
4.0 TFSI 435 quattro Sport Exe 4.0 TFSI 520 S8 6.3 WIZ 500 quattro L 3.0 TDI 258 quattro SE 3.0 TDI 258 quattro SE L 3.0 TDI 258 quattro SE Exec L 3.0 TDI 258 quattro SE Exec L	£66150 £65785	247 254	158	46 46	6 II WIZ	£136/10	561	385	51
6.3 W12 500 quattro L 3.0 TDI 258 quattro SE 3.0 TDI 258 quattro SE L 3.0 TDI 258 quattro SE Exec L 3.0 TDI 258 quattro Sport Exec 3.0 TDI 258 quattro Sport Ex L 4.2 TDI 385 quattro SP	£66150 £65785 £69750 £72835	247 254 254 254 380	158 155 158 189	46 46 47 50	CONTINENTAL GT CONVI	RTIBLE	2dr	385 open	50
4.0 TFSI 435 quattro Sport Exe 4.0 TFSI 520 S8 6.3 WIZ 500 quattro L 3.0 TDI 258 quattro SE 3.0 TDI 258 quattro SE L 3.0 TDI 258 quattro SE L 3.0 TDI 258 quattro SE Exec L 3.0 TDI 258 quattro SF Exec L 3.0 TDI 258 quattro Sport Ex L 4.2 TDI 385 quattro SF Exec	£66150 £65785 £69750 £72835	247 254 254 254 380	158 155 158 189	46 46 47 50	CONTINENTAL GT CONVI	RTIBLE	2dr	385 open	50
4.0 TFSI 435 quattro Sport Exe 4.0 TFSI 520 S8 6.3 WIZ 500 quattro L 3.0 TDI 258 quattro SE 3.0 TDI 258 quattro SE L 3.0 TDI 258 quattro SE L 3.0 TDI 258 quattro SE Exec L 3.0 TDI 258 quattro SF Exec L 3.0 TDI 258 quattro Sport Ex L 4.2 TDI 385 quattro SF Exec	£66150 £65785 £69750 £72835	247 254 254 254 380	158 155 158 189	46 46 47 50	CONTINENTAL GT CONVI	RTIBLE	2dr	385 open	50
4.0 FFS1 435 quattro Sport Exe 4.0 FFS1 520 8 6.3 W12 500 quattro L 3.0 TD1 258 quattro SE 3.0 TD1 258 quattro SE Exec 1.3 OTD1 258 quattro Sport Exec 2.3 OTD1 258 quattro Sport Ex 4.2 TD1 385 quattro SE Exec 4.2 TD1 385 quattro SE Exec 4.2 TD1 385 quattro Sport Exec	£66150 £65785 £69750 £72835 £76800 £76390 £80355	247 254 254 254 380 346 380 380	158 155 158 189 190 194 197	46 47 50 50 50 50	6.0 WIZ  CONTINENTAL GT CONVI	£136710 <b>RTIBLE</b> ★ ★ ★  £136250  £152900  £167900	2dr 500 521 616	385 open 254 254 347	50 I A

Price	Bhp	CO ₂ g/km	Insurance group	Make and Model
£28060		131		FLYING SPUR 4dr saloon
£29640	176	152	27	Superb inside. As it should be
£32190 £34540		155 161		4.0 V8 6.0 W12
£45540	335	203	37	6.0 W12 Mulliner
£26920	148	119	20	
£28480	148	131	20	BMW
£29470 £31030		122 134		1 SERIES 3dr hatch Measu comfort now. Still no 3 Series
£33380		140		118i SE
£29280	181	139	24	118i Sport
£31845	181	143	24	118i M Sport
£34195 od handling	181	148		120i Sport 120i M Sport
***	101 di	1 301,	, but	125i M Sport
£36270	178	174	29	M135i
£31370	178	174	28	116d SE
£33770	178	174	29	116d ED Plus
£32845 £35300	222	173 179	29	116d Sport 116d M Sport
£37800	222	181	30	118d SE
£31720	148	147	21	118d Sport
£34120	148	150	21	118d M Sport
£36655	148	152	22	120d Sport
£32610	175	154	24	120d M Sport
£35010 £37510	175	154	25	125d M Sport  1 SERIES 5dr hatch Measu
£38370	241	154	33	comfort now. Still no 3 Series
£40770	241	169 169	34	118i SE
£43270	241	169	34	118i Sport
£44785	309	174	41	118i M Sport
eels its bull			ОГ	120i Sport
★ ★ ★ £51155	201	189	37	120i M Sport 125i M Sport
£52585	237	195	41	M135i
£55585	231	195	41	116d SE
£54085	237	195		116d ED Plus
£62220	335	242	46	116d Sport
£65220 £63720	335	242	41	116d M Sport 118d SE
£43895	201	242 189	35	118d Sport
£46655	237	189	36	118d M Sport
£48085	237	195	40	120d Sport
£57720	335	242		120d M Sport
o at last. Di	(IVE e	perie	nce	120d xDrive M Sport
stige ★ 7 £29915	228	141	35	120d xDrive Sport 125d M Sport
£32860	228	153	37	2 SERIES 2dr coupé A pro
£32465	228	141	35	M235i is one of the best BMWs
£35410	228	153	38	225d M Sport
£38945	306	168		220i Sport
£29810 £32360	181 181	116 116	35	220i M Sport 228i M Sport
akes the e	dae of	f the	IT's	M235i
etent ★ 🛪	<b>t</b> *	★☆		218d SE
£34545	181	114	36	218d Sport
£31995	181	114	35	218d M Sport
£37595	228		39	220d Sport
£35045 £34650		144		220d M Sport 2 SERIES 2dr open Doesn'
£32100	228	144	37	coupe's verve, but still good 🖈
£41130	306	173	43	220d M Sport
less involvi	ing an		mat-	220d Sport
★ ★ ★ £93785	424		EU	220i M Sport
£114885	518	346		220i Sport 228i M Sport
£126885		346	50	M235i
at noise, an			e of	220i Luxury
***	*1	۲		220d Luxury 2 SERIES ACTIVE TOUR
£102435 £123535	518	349	50	front-drive hatch is a proper co
£123333	310	347	30	220i M Sport
				218i SE
otor for the				218i Sport
***		ł		218i Luxury
£111168	280	-	_	218i M Sport
				220i Sport 220i Luxury
<b>ıpé</b> Abrill			_	225i xDrive Luxury
***	*	¥.		225i xDrive M Sport
£151100	616	338		216d SE
£123850	500	246	50	216d Sport
£139000 £136710	1 521 1 547	385	50 50	216d M Sport 218d SE
ERTIBLE				218d Sport
	ر ـــ	٠		218d Luxury
£136250	500	254	50	218d M Sport
£136250 £152900	521	254	50	220d Sport
+ 10/900	ı hiń	14/	20	220d Luxurv

FLYING SPUR 4dr salloon	FLYING SPUR 4dr saloon Super binside. As it should be 4.0 V8 6.0 W12 6.0 W12 Mulliner EJMW 1 SERIES 3dr hatch Measure comfort now. Still no 3 Series 1181 SF	A genuine  A	bluxui 500 616 616 616 134 134 134 134 215 315	ry salo 254 343 343 and rd	50 50 50	2 SERIES GRAN TOURER MPV worthy - but expensive. And 1 218i SE 218i Sport 218i Luxury 218i M Sport 220i Sport 220i Sport 220i Luxury 220i M Sport	5dr mpv weird ★ £24175	Sev ★ ★	127 en-se 123 123 123 127 145	2 at
LAUNE	4.0 V8 6.0 W12 6.0 W12 Mulliner  BMW 1 SERIES 3dr hatch Measure comfort now. Still no 3 Series 118i SF	£136000 £140900 £150220 \$ up on sp \$ \$ \$ \$ £20245 £21245 £23075 £23295 £24995 £26375 £31200	500 616 616 ace a \$\frac{1}{2}\$ 134 134 134 134 215 315	254 343 343 and	50 50	MPV worthy - but expensive. And of 218 i SE 218 i Sport 218 i Luxury 218 i M Sport 220 i Sport 220 i Luxury 220 i M Snort	weird ★	<b>★ ★</b> 134	123 123 123 127 145	} } }
EMW	6.0 W12 Mulliner  BMW  1 SERIES 3dr hatch Measure comfort now. Still no 3 Series 118i SF	£150220  s up on sp  ★ ★ ★  £20245  £21245  £23075  £23295  £24995  £26375  £31200	616 ace a 134 168 134 134 215 315	343 nd	18	218i Sport 218i Luxury 218i M Sport 220i Sport 220i Luxury 220i M Sport	£25425 £26175 £27175 £27490 £28240	134 134 134 137 187	123 123 127 145	}
1201 Sport	1 SERIES 3dr hatch Measure comfort now. Still no 3 Series 118i SF	£20245 £21245 £23075 £23295 £24995 £26375 £31200	134 134 168 134 134 215 315	125	18	218i Luxury 218i M Sport 220i Sport 220i Luxury 220i M Sport	£26175 £27175 £27490 £28240	134 134 187 187	127 145	
1201 Sport	1 SERIES 3dr hatch Measure comfort now. Still no 3 Series 118i SF	£20245 £21245 £23075 £23295 £24995 £26375 £31200	134 134 168 134 134 215 315	125	18	220i Sport 220i Luxury 220i M Sport	£27490 £28240	187	145	
1201 Sport	118i SF	£20245 £21245 £23075 £23295 £24995 £26375 £31200	134 134 168 134 134 215 315	125	18 18	220i Luxury 220i M Sport	£28240	187		5
1201 Sport	118i Sport 118i M Sport 120i Sport 120i M Sport	£21245 £23075 £23295 £24995 £26375 £31200	134 168 134 134 215 315	129 133 136 139	18	ZZOT MI SPOTE		187		
1201 Sport	118i M Sport 120i Sport 120i M Sport	£23075 £23295 £24995 £26375 £31200 £21180 £22030	168 134 134 215 315	133 136 139	10	216d 2F	£25110	114	108	3
Hilds S	120i M Sport	£23295 £24995 £26375 £31200 £21180 £22030	134 215 315	139	21	216d Sport	£26360	114		
Hilds S	10F: N CI	£26375 £31200 £21180 £22030	215 315		22	216d M Sport	£28110	114		
Hilds S	1231 W 2DOLL	£31200 £21180 £22030	315	157	28	218d SE	£26255	148		
116d Sport	M1351 116d SE	£22030	114	94	15	218d Sport 218d Luxury	£27505 £28255	148		
116d Sport	116d ED Plus		114	89	15	218d M Sport	£29255	148	119	)
1804 Sport	116d Sport 116d M Sport	£22180 £23880	114	103	15	220d xDrive Sport	£32005	187		
1804 Sport	118d SE	£22325	148	104	19	220d xDrive M Sport	£33885	187	134	
120d M Sport	118d Sport	£23325	148	109			stallualu.	AIIIIU	st fla	wle
200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	120d Sport	£24775	187	114	24	320d Efficient Dynamics Rusines	£30175	161	109	31
200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	120d M Sport	£26475	187	118	25	320d xDrive SE	£30975	181		
200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200   200	1250 M Sport 1 SERIES 5dr hatch Measure	£298UU Siin on so	ace a	nd	30	325d M Sport	£33705	218	132	36
1881 State   \$Part   \$2017   \$5 \text{   \$68   \$275   \$8\$   \$354 \text{   \$354 \text{   \$475   \$201   \$31   \$44 \text{   \$48   \$48   \$475   \$354 \text{   \$475   \$354   \$475   \$31   \$44 \text{   \$48   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$354   \$475   \$475   \$354   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$475   \$47	comfort now. Still no 3 Series	***	*	7		325d SE	£31275	218	129	3!
coupes verve, but still good ★★★★  220d M Sport			168	125	18	335d xDrive Luxury	£41720	313	145	43
coupes verve, but still good ★★★★  220d M Sport	118i M Sport	£23605	168	133	19	ActiveHybrid 3 Luxury	£43900	306	141	39
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	120i Sport	£23825			21	ActiveHybrid 3 M Sport	£43700	306	141	39
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	125i M Sport	£26905			28	316i ES	£24255	134	138	30
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	M135i	£31730			37	316i SE	£25105	134	138	23
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	116d SE 116d FD Plus	£21710 £22560	114	94 89	15	316i Sport 320i SF	£25405	134	138	1 23
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	116d Sport	£22710	114	103	15	320i Sport	£27570	181	148	30
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	116d M Sport	£24410	114	106	16	320i Luxury	£29805	181	151	31
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	118d Sport	£23855	148	109	19	320i xDrive SE	£28805	181	159	30
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	TIOU III SPOTE	LLJJJJ			20	320i xDrive Sport	£29105	181	159	30
coupes verve, but still good ★★★★  220d M Sport	120d Sport 120d M Sport	£25305 £27005	187	118	25	3201 XDrive Luxury 3201 XDrive M Sport	£31305 £31105	181	162	31
coupe's verve, but still good         ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	120d xDrive M Sport	£30055	187	124	24	328i SE	£30470	242	149	35
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3	120d xDrive Sport	£28355	187	119	24 30	328i Sport	£30770	242	149	134
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3					٧.	328i M Sport	£32805	242	151	36
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3	M235i is one of the best BMWs per	iod ★ 🖠	215	<b>★☆</b>	22	335i Luxury	£38465	302	188	38
coupes verve, but still good ★★★★  220d M Sport		£32120 £26195	215	146	25	M3	£56595	425	204	45
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3					26	316d ES	£26275	114	109	20
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3	ZZ8I M Sport M235i	£28410 £34540	326	189	30	316d SE 316d Snort	£21125 £27425	114	109	20
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3	218d SE	£24415	141	119	20	318d SE	£28375	141	119	24
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3	218d Sport 218d M Sport	£25415 £26765	141	119	20	318d Sport	£28675	141	119	24
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3	220d Sport	£27015	181	112	26	318d M Sport	£30675	141	122	25
coupe's verve, but still good         ★ ★★★         320d Sport         E29775         181         120 3           220d Sport         £29965         181         121         27         320d M Sport         £31775         181         123           220l M Sport         £30530         215         161         29         320d M Sport         £31775         181         123           220l M Sport         £980         215         157         320d M Sport         £3175         181         123           228l M Sport         £9780         215         157         320d M Sport Luxury         £33475         181         123           228l M Sport         £31550         24         163         33         320d MOrive M Sport         £33475         181         128           2201 Luxury         £3010         215         161         28         330d Luxury         £37305         255         131         330d Luxury         £3			181	115	27	320d Efficient Dynamics	£29475	161	109	31
220ú Sport	coupe's verve, but still good *	uite repii	tale i	ile		320d Sport	£29775	181	120	31
2200 i Sport   E-2996   181   121   27   3200 i M Sport   E-1917   181   123   2200 i Sport   E-2918   251   157   28   3200 i ADrive Sport   E-2917   181   123   2200 i Sport   E-2918   251   157   28   3200 i ADrive Sport   E-2917   181   128   3200 i M Sport   E-2917   181   181   181   3200 i M Sport   E-2917   181   181   181   3200 i M Sport   E-2917   181   181   181   3200 i M Sport   E-2917   181   181   3200 i M Sport   E-2917   181   181   3200 i M Sport   E-2918   3200 i M Sport   E-2917   3200 i M Sport   E-2910   3200 i M Sport   E-2	220d M Sport	£31315	181			320d Luxury	£31975	181		
2201 Ksport	220d Sport 220i M Sport	£29965 £30530	215	161	21	320d M Sport 320d xDrive Sport	£31775	181		
2281 M Sport	220i Sport	£29180	215	157	28	320d xDrive Luxury	£33475	181	128	3 3 1
2201 Luxury	228i M Sport	£31550	242	163	33	320d xDrive M Sport	£33275	181		
220d Luxury	220i Luxury	£30180	215	161	28	330d Luxury	£37305	255	131	38
2204 Msport	220d Luxury	£30965	181	124	27	330d M Sport	£37105	255	131	38
220 it Mport	front-drive hatch is a proper conte	<b>c our IIIµ</b> ender★:	<b>★★</b>	wws ★☆	,	330d XDrive SE	£38805	255	137	41
2781 Sport	220i M Sport	£27540	189	142	20	330d xDrive M Sport	£38605	255	139	41
2181 Luxury	2181 SE 218i Snort	£22475 £23725	134	115	13	3 SERIES 50r touring More wow factor but still as good as it	of the sar nets ★ :	ne. Le	ss ot	a
2181 M Sport         £25475         134 120 14         3161 SE         £26420         136 142 Z           2201 Sport         £2575         189 137 20         3161 Sport         £26720         136 142 Z           2201 Luxury         £26525         189 137 20         320d EfficientDynamics         £30775         161 114 3           2251 Johre M Sport         £3210         227 152 42         320d Sport         £31175         227 114 82 3         320d SfrictentDynamics         £31075         161 114 3           216d Sport         £2460 10         149 99 11         320d Sporte         £2460 114 99 11         320d Sporte         £32405         181 133 3           216d Sport         £24610         114 104 12         320i sDrive Luxury         £32605         181 163 3           216d Sport         £24651         181 109 16         320i sDrive Luxury         £32605         181 163 3           216d Sport         £24651         181 109 16         320i sDrive M Sport         £32405         181 163 3           218d Luxury         £26555         148 110 16         320i sDrive M Sport         £32005         181 163 3           218d M Sport         £27555         148 110 16         325d usrury         £32050         51 16 13 3           228d M Sport <t< td=""><td>218i Luxury</td><td>£24475</td><td>134</td><td>115</td><td>14</td><td>316i ES</td><td>£25570</td><td>136</td><td>142</td><td>2 23</td></t<>	218i Luxury	£24475	134	115	14	316i ES	£25570	136	142	2 23
2250 Juliurury 2626275 189 137 20 3200 EfficientDynamics 3030715 161 1143 2251 Abrive Lusury 231175 2271 48 23 3200 EfficientDynamics 8usines 31475 161 1143 2251 Abrive Lusury 231075 2271 62 42 3200 Sport 2400 114 99 11 3200 Abrive SE 232405 181 133 32165 E 232405 181 120 3210 SE 232405 181 120 SE 232405 SE 232405 181 120 SE 232405 SE 232405 181 120 SE 232405 SE 23	218i M Sport	£25475	134	120	14	316i SE	£26420	136	142	23
225i Dirive Luxury     £31175     227 18 23     320d Efficientlynamics 8usines£31475     161     14.3       225i Dirive M Sport     £32210     227 15 22 4     220d Agorive SE     £32405     181     13.3       216d Sport     £2460     114     99     11     3200 Agorive SE     £32405     181     13.3       216d M Sport     £2640     114     104     12     320i Agorive Mayor     £28570     181     15.3       218d SE     £24555     148     109     15     320i Agorive M Sport     £32405     181     16.3       218d Mayor     £25655     148     109     16     2010 Agorive M Sport     £32405     181     16.3       218d M Sport     £27555     148     114     16     235d Luxury     £3200     216     181     16.3       220d Sport     £27555     148     114     16     235d Luxury     £32005     215     137       220d Sport     £27555     148     116     235d M Sport     £30005     215     137       220d M Sport     £27055     187     115     21     325d M Sport     £30005     215     137       220d M Sport     £29005     187     115     21     3268     £2     £32105<	220i Luxury	£26525	189	137	20	320d EfficientDynamics	£30775	161	114	31
2201 M Sport	225i xDrive Luxury	£31175	227	148	23	320d EfficientDynamics Busines	£31475	161	114	31
216d Sport         £24660         114         99         11         320 is £         £28570         181         150 3           216d M Sport         £26410         114         104         12         320 is brive Luxury         £32605         181         163 3           218d Sport         £25805         148         109 16         320 is brive Sport         £32405         181         163 3           218d Luxry         £25805         148         109 16         320 is brive Sport         £30105         181         163 3           218d Luxry         £26555         148         109 16         320 is brive Sport         £3005         518 116 03           220d Sport         £27555         188         115 21         325 d Luxry         £35005         251 51 37 3           220d Luxry         £3005         187 115 21         325 d Luxry         £35005         251 51 37 3           220d Luxry         £3005         187 115 21         326 d Se         £32705         251 51 33 3           220d Luxry         £3005         187 112 21         328 is £         £31805         242 159 3           220d Luxry         £3005         187 122 20         328 is £         £3105         242 159 3           220d x0riv	225i xDrive M Sport 216d SF	£32210 £23410	114	99	11	320d Sport 320d xDrive SF	£31075	181	125	31
216d M Sport         £26410         114         104         12         320h Jörive Luxury         £32605         18         163           218d Sport         £25805         148         109         16         320h Jörive Sport         £32405         18         160           218d Luxury         £25805         148         109         16         320h Jörive Sport         £30405         18         160           218d M Sport         £27555         18         114         235         325d Luxury         £32005         251         137           220d Luxury         £2805         187         115         21         325d M Sport         £35005         251         137           220d Luxury         £28005         187         115         21         328 M Sport         £32005         215         134           220d Luxury         £28005         187         115         21         328 M Sport         £31805         242         193           220d Luxury         £3005         187         122         20         328 M Sport         £32105         242         159           220d Luxury         £3005         187         122         21         330 kport         £32105         242	216d Sport	£24660	114	99	11	320i SE	£28570	181	150	30
220d ADrive Sport   E3005 187 122 21   30d ADrive Sport   E3105 242 159 3	216d M Sport	£26410	114	104	12	320i xDrive Luxury	£32605	181	163	31
218d Lurury         £26555         148         109 16         2010 infrire Sport         £30405         £11         160 3           220d Sport         £27555         148         114 16         325d Lurury         £3205         215         317 3           220d Sport         £27255         187         115 21         325d M Sport         £35005         215         317 3           220d Luryr         £28005         187         115 21         325d SE         £32705         215         134 3           220d M Sport         £2900         187         119 2         3281 SE         £31055         242         159 3           220d zibrive Sport         £3005         187         122         20         330d xDrive SE         £37620         255         142         4	218d Sport	£25805	148	109	16	320i xDrive SE	£30105	181	160	30
Zebon Maybort         EZ/1500         148         114         16         325d Luxury         E35005         215         137           220d Sport         E27255         187         115         21         325d SE         E32705         215         134           220d Luxury         £28005         187         115         21         326d SE         E32705         215         134           220d Mprive Sport         £29005         187         119         21         328i Sport         £32105         242         159           220d ADrive Luxury         £31055         187         122         20         330d ADrive SE         £37620         255         142         4	218d Luxury	£26555	148	109	16	320i xDrive Sport	£30405	181	160	30
220d Luxury         £28005         187 115 21         325d SE         £32705         215 134 3           220d M Sport         £29005         187 119 21         328 IS         £31805         242 159 3           220d xDrive Sport         £30005         187 122 20         328i Sport         £32105         242 159 3           220d xDrive Luxury         £31055         187 122 21         330d xDrive SE         £37620         255 142 4	218a M Sport 220d Sport	£27255	148	114	16 21	325d M Sport	£35005	215	137	36
2200d xDrive Sport         £29005         187 119 21         328i SE         £31805         242 159 3           220d xDrive Sport         £30305         187 122 20         328i Sport         £32105         242 159 3           220d xDrive Luxury         £31055         187 122 21         330d xDrive SE         £37620         255 142 4	220d Luxury	£28005	187	115	21	325d SE	£32705	215	134	35
220d xDrive Luxury £31055 187 122 21 330d xDrive SE £37620 255 142 4	220d M Sport	£29005	187	119	21	328i SE 328i Sport	£31805	242	159	35
	220d xDrive Sport	£31055	187	122	21	330d xDrive SE	£37620	255	142	40
	. ,									

m se group d Model



**Ford Fiesta** From £10,000 Not a class-beater in every regard, but its dynamics are so far ahead of the curve that it's currently unassailable. ★★★★



From £13,000 Three-pot engines and cleverly recycled interior make the Mini a superb choice. Second to Fiesta on value, though. ★★★☆



A very grown-up and well-made supermini. Drives with real charm, too. Engine not quite so appealing. ★★★★☆



Skoda Fabia From £10,000 Feels like the sum of everything Skoda has learnt in the past 20 years. That makes it very good indeed. ★★★★☆



From £10,000 **Renault Clio** An attractive and practical proposition, and still pleasingly French. Ride and handling great, interior less so. ★★★☆



#### The Audi A3 SE Technik from £229 per month.* Includes:

► Satellite Navigation ► Cruise control ► 16" alloy wheels ► Parking system, rear

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#### **NEW CARS A-Z**

Make and Model	Price Bhp CO ₂ g/km	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp	CO ₂ g/Km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km Insurance group
335d xDrive Luxury	£43055 309 151 4 £42855 309 151 4		£36995 181 125 29 £35430 215 131 33	520d M Sport			X3 5dr 4x4 New X3 has an a and practical body		CATERHAM CEVEN 2dr open Bound for a	ound still the most	C5 4dr saloon Spacious and		
335d xDrive M Sport 335i Luxury	£42855 309 151 4 £39765 302 192 3		£35430 215 131 33 £36930 215 136 34	525d SE 525d Luxury		129 39 134 40	sDrive 18d SE	★★★★☆ £31295 141 131 26	SEVEN 2dr open Pound for p compelling way to spend five figu		interesting Mondeo rival 1.6 HDi 115 VTR	★★★ £21670	107 125 20
335i M Sport	£39565 302 192 3	8 425d Luxury	£37930 215 136 34	525d M Sport	£39910 215	139 40	xDrive20d SE	£33295 181 142 30	0.7 160	£14995 80 114 -	1.6 e-HDi 115 ETG6 VTR+	£23370	109 117 22
320i Sport 320i Luxury	£28870 181 150 3 £31105 181 153 3		£38430 215 136 34 £40445 255 134 40	530d SE 530d M Sport			xDrive20d M Sport xDrive20d xLine		1.6 270 2.0 360	£19995 140 £23995 175	2.0 HDi 160 VTR+ 2.0 HDi 160 Excl.	£24070 £25670	161 129 28 161 129 25
320i M Sport	£30905 181 153 3		£41960 255 142 40	535d Luxury			xDrive30d SE	£40095 255 156 39	2.0 420	£26995 210	C5 5dr estate Spacious and		
328i Luxury	£34305 242 162 3 £34105 242 162 3		£42460 255 142 40 £45245 308 147 41	535d M Sport 5 SERIES TOURING 5dr e	£48920 308		xDrive30d M Sport xDrive30d xLine	£43095 255 156 40 £41595 255 156 40	2.0 620R	£50000 311	interesting Mondeo rival 1.6 HDi 115 VTR	***	★☆ 113 125 20
328i M Sport 316d ES	£34105 242 162 3 £27575 114 116 2		£45745 308 147 41	package. 520d the best	***	dll	xDrive35d M Sport	£45695 308 157 43	CHEVROLET		1.6 e-HDi 115 ETG6 VTR+	£24470	107 117 22
316d SE	£28425 114 116 2			518d M Sport	£35865 141		X4 5dr 4x4 A downsized X6.		CORVETTE 2dr coupé Left-		2.0 HDi 160 VTR+		161 133 28
316d Sport 318d SE	£28725 114 116 2 £29675 141 124 2		£39880 181 137 31	530d Luxury 535d Luxury			the cheaper X3 is a better option xDrive20d SE		Serious engine for the money 6.2 V8	★★★★☆ £69810 460 279 50	2.0 HDi 160 Excl.  DS3 3dr hatch Jack of all tr		161 133 25 r of none. Nice
318d Sport	£29975 141 124 2	4 420d M Sport	£40380 181 137 31	535i Luxury	£46945 302	179 42	xDrive20d xLine	£38395 187 142 31			styling	***	<b>★☆</b>
318d Luxury 318d M Sport	£32175 141 127 2 £31975 141 127 2		£37380 181 133 30 £38880 181 137 30	535i M Sport 520i SE			xDrive20d M Sport xDrive30d xLine	£39895 187 142 31 £45195 255 156 40	CHRYSLER		1.2 PureTech 82 DSign 1.2 PureTech 82 DSign Ice	£13295 £14720	81 104 9 81 107 11
320d SE	£30775 181 125 3	1 428i Luxury	£40220 242 163 36	520i Luxury	£38165 181	162 37	xDrive30d M Sport	£46695 255 156 40	<b>GRAND VOYAGER</b> 5dr mpv	Spacious and well	1.2 PureTech 110 DStyle S-S	£15995	109 107 19
320d Luxury 320d M Sport	£33275 181 128 3 £33075 181 128 3		£40720 242 163 37 £37720 242 159 36	520i M Sport 528i SE		162 37 149 40	xDrive35d M Sport X5 5dr 4x4 Very comfortable	£49295 308 157 43	equipped. Not good to drive 2.8 CRD SR	★★★☆ £30310 161 207 32	1.2 PureTech 110 DStyle Ice S- 1.6 VTi 120 DStyle auto		109 107 17 118 150 16
320d xDrive Sport	£32705 181 133 3	0 428i Sport	£39220 242 163 36	528i Luxury	£41730 242	154 41	the bling M50d should be avoid	led ★★★★☆	2.8 CRD Ltd	£36310 161 207 34	1.6 THP 165 DStyle Ice S-S		161 129 26
320d xDrive Luxury 320d xDrive M Sport	£34905 181 133 3 £34705 181 133 3		£45700 255 144 41 £45685 302 194 39	528i M Sport 518d SE			xDrive50i SE xDrive50i M Sport	£60670 402 224 49 £64800 402 226 49	CITROEN		1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S		161 129 24 161 129 26
330d SE	£36105 255 135 3		£46185 302 194 39	518d Luxury	£35865 141	127 31	X5M	£90180 567 258 50	C-ZERO 5dr hatch Well-engir	neered electric city car.	1.6 THP 165 Ultra Prestige		161 129 27
330d Luxury	£38605 255 138 3 £38405 255 138 3		£61150 425 213 45 £34910 181 154 30	520d SE	£34565 181 £37365 181		sDrive25d SE	£43745 215 149 41 £47680 215 151 42	Too expensive 49kW	★★★☆☆ £26216 66 0 28	1.6 e-HDi 90 Air' DStyle 1.6 e-HDi 90 DStyle Ice	£15820 £17410	91 95 16 91 95 19
330d M Sport 330d xDrive Luxury	£40120 255 145 4		£36410 181 158 31	520d Luxury 520d M Sport			sDrive25d M Sport xDrive25d SE	£47680 215 151 42 £46050 215 154 42	C1 3dr hatch The cheapest of f		1.6 BlueHDi 120 DSire		118 94 25
330d xDrive M Sport	£39920 255 145 4		£37410 181 158 31 £37910 181 158 31	525d SE			xDrive25d M Sport	£50750 215 156 42 £48850 241 156 44	but noisy and basic	★★★☆☆	1.6 BlueHDi 120 DSport		118 94 24
3 SERIES GT 5dr hatch Ha meets 3-Series talent. Duller but		420i M Sport 425d SE	£37910 181 158 31 £39240 218 138 34	525d Luxury 525d M Sport	£42125 215 £42125 215		xDrive30d M Sport	£48850 241 156 44 £53550 241 158 45	1.0 VTi 68 Touch 1.0 VTi 68 Feel		1.6 BlueHDi 120 Ultra Prestige DS3 CABRIOLET 2dr ope		118 94 24 oft topper.
318d M Sport	£33525 141 122 2		£40755 218 143 34	530d SE	£43655 241	139 43	xDrive40d SE	£51510 302 157 46	1.0 VTi 68 Flair	£10285 67 95 7	Retains its cuteness	***	
318d SE 320i M Sport	£31275 141 122 2 £32155 181 155 3		£41755 218 143 34 £42255 218 143 35	530d M Sport 535d M Sport	£46470 241 £51120 308		xDrive40d M Sport M50d		1.0 VTi 68 Airscape Feel 1.0 VTi 68 Flair S-S	£10595 67 95 7 £10535 67 88 7	1.2 PureTech 110 DStyle S-S 1.2 PureTech 82 DSign		109 107 20 81 112 12
320i SE	£29905 181 155 3	1 430d Luxury	£45200 255 144 40	5 SERIES GT 5dr hatch Fi	ne cabin, but only :		X6 5dr 4x4 The world's first	off-road coupé, but	1.0 VTi 68 Airscape Flair S-S	£11535 67 88 7	1.6 BlueHDi 120 DSport	£21295	118 94 26
320i xDrive Luxury 320i xDrive M Sport	£33405 181 165 3 £33655 181 165 3		£49100 308 155 42 £49600 308 155 42	four. Poor ride and steering 530d SE	★★★☆☆ £46965 241	157 43	appearance makes it difficult to xDrive50i SE		1.2 PureTech 82 Flair C1 5dr hatch The cheapest of t		1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S		161 129 27 161 129 29
320i xDrive SE	£31405 181 165 3	1 4 SERIES GRAN COUP	E 4dr saloon A prettier 3	535i Luxury	£49465 302	192 44	xDrive50i M Sport	£67450 443 227 50	but noisy and basic	***	1.6 VTi 120 DStyle auto	£18845	118 154 18
320i xDrive Sport 328i SE	£32405 181 165 3 £33105 242 157 3	<ol> <li>Series. Very good, but not bet</li> <li>420d M Sport</li> </ol>	tter. ★★★★☆ £35495 181 119 30	535i M Sport 550i Luxury	£50265 302 £59515 402			£93080 567 258 50 £51400 258 157 45	1.0 VTi 68 Feel 1.0 VTi 68 Flair	£9995 67 95 6 £10685 67 95 7	1.6 e-HDi 90 DStyle DS4 5dr hatch Jack of all tr		113 95 20 r of none Nice
330d xDrive M Sport	£41470 258 144 4	1 420d xDrive SE	£33995 181 121 29	550i M Sport	£60465 402 1	214 46	xDrive30d M Sport	£56100 258 159 45	1.0 VTi 68 Airscape Feel	£10995 67 95 7	styling	***	<b>★☆</b>
320i Sport 320i Luxury	£30905 181 155 3 £31905 181 155 3		£30125 181 149 29 £31660 181 153 29	520d SE 520d Luxury	£38045 181 £40845 181		xDrive40d SE xDrive40d M Sport		1.0 VTi 68 Flair S-S 1.0 VTi 68 Airscape Flair S-S	£10935 67 88 7 £11935 67 88 7	1.6 e-HDi 115 DSign 1.6 VTi 120 DSign		113 113 18 118 144 14
328i Sport	£34105 242 157 3	6 420i Luxury	£32660 181 153 29	520d M Sport	£40845 181	144 34	M50d	£67175 381 174 50	1.2 PureTech 82 Flair	£11035 81 99 11	1.6 VTi 120 DStyle	£19905	118 144 15
328i Luxury 328i M Sport	£35105 242 157 3 £35355 242 157 3		£33160 181 153 30 £31660 181 161 30	530d Luxury 530d M Sport			Z4 ROADSTER 2dr open cruiser than sports car	Classy roadster. More  ★★★☆☆	C3 5dr hatch Comfortable and much fun	d well-priced but not ★★★☆☆	1.6 THP 160 DStyle Au 1.6 THP 200 DSport		161 178 21 197 149 31
335i Luxury	£40565 302 189 3	8 420i xDrive Sport	£33160 181 164 30	535d Luxury	£51885 295	154 46	2.0 sDrive18i				1.6 e-HDi 115 DStyle		113 113 18
335i M Sport 318d Sport	£40815 302 189 3 £32275 141 122 2		£34160 181 164 30 £34660 181 164 31	535d M Sport 7 SERIES 4dr saloon Refin			2.0 sDrive18i M Sport 2.0 sDrive20i		1.6 e-HDi 90 Selection 1.0 PureTech 68 VT		1.6 e-HDi 115 DStyle ETG6 2.0 HDi 135 DStyle		113 114 17 134 130 21
318d Luxury	£33275 141 122 2	4 428i SE	£33520 245 154 33 £35020 245 156 34	bland. 760 gets sublime V12	*****		2.0 sDrive20i M Sport		1.0 PureTech 68 VTR+	£12495 67 102 9	2.0 HDi 160 DStyle		161 130 23
320d SE 320d Sport	£32375 181 130 3 £33375 181 130 3	0 428i Luxury	£36020 245 156 34	ActiveHybrid 7 M Sport 740i SE	£61680 316	184 46	2.0 sDrive28i M Sport 3.0 sDrive35i M Sport		1.2 PureTech 82 VTR+ 1.6 VTi 120 Excl. Au	£16250 118 150 19	2.0 HDi 160 DSport  DS5 5dr hatch Design marv		161 130 24 doesn't
320d Luxury 320d M Sport	£34375 181 130 3 £34625 181 130 3		£36520 245 156 34 £41870 306 193 36	740Li SE 740i M Sport	£64680 316 £66955 316		3.0 sDrive35iS DCT 6 SERIES GRAN COUPE		1.4 HDi 70 VT 1.4 HDi 70 VTR+		function so well 1.6 THP 200 DSport	***	★☆ 197 155 27
325d SE	£34305 215 136 3	4 435i M Sport	£42370 306 193 36	740Li M Sport	£69955 316	184 47	proves a brilliant visual coup	****	1.4 e-HDi 70 VTR+ ETG	£15210 67 87 10	1.6 e-HDi 115 DStyle ETG6	£25890	113 114 18
325d Luxury 325d M Sport	£36305 215 136 3 £36555 215 136 3		£31695 141 122 23 £33195 141 127 24	750i SE 750i M Sport	£71520 443 £76795 443		640i SE 640i M Sport	£59430 315 178 47 £63030 315 182 48	1.6 e-HDi 90 VTR+ 1.6 e-HDi 90 Excl.	£15390 89 95 18 £16240 89 95 18	1.6 BlueHDi 120 DSign		113 102 21 113 105 22
330d SE	£37705 258 137 4	0 418d Luxury	£34195 141 127 24	760Li SE	£102025 537	314 50	650i M Sport	£72390 444 206 50	C3 PICASSO 5dr mpv Quir	ky small MPV. Cheap and	2.0 HDi 160 DStyle	£26895	161 128 24
330d Luxury 330d M Sport	£39705 258 137 4 £39955 258 137 4		£34695 141 127 24 £32495 181 111 29	760Li M Sport 730d SE	£104270 537 3 £58275 255		M6 640d SE		useful. 1.4 VTi 95 VT	★★★★☆ £13080 94 145 10	2.0 HDi 160 DSport 2.0 BlueHDi 180 DSport		161 128 24 178 118 30
330d xDrive SE	£39220 258 144 4	0 420d Sport	£33995 181 119 29	730Ld SE	£61375 255	148 46	640d M Sport	£65930 309 152 49	1.6 HDi 90 Excl.	£17330 91 107 12	2.0 Hybrid4 200 DSport	£33700	200 102 28
330d xDrive Luxury 335d xDrive Luxury	£41220 258 144 4	0 420d Luxury 2 420d xDrive Sport	£34995 181 119 30 £35495 181 129 30	730d M Sport 730Ld M Sport	£63550 255 £66650 255		6 SERIES 2dr coupé Grea GT than sports car	t engines and interior. More  ★★★☆	1.6 HDi 90 VTR+ 1.6 VTi 120 Excl.		2.0 Hybrid4 200 DStyle BERLINGO MULTISPACE	£31600 5dr mpv	200 102 27 Likeable
335d xDrive M Sport	£44370 313 149 4	2 420d xDrive Luxury	£36495 181 129 30	740d SE	£65465 309	149 47	640i SE	£59430 315 176 47	1.6 VTi 120 Excl. ETG6	£17815 118 137 13	practical van-based MPV	***	<b>女</b> ☆
13 5dr hatch Superb really, bu the usual electric car practicality	ut pricey and not free fri v issues ★ 🖈 🖈 🌣	430d Luxury	£36995 181 129 30 £40445 255 139 39	740d M Sport ActiveHybrid 7 SE	£70740 309 £66200 459		640i M Sport 650i M Sport		1.6 VTi 120 VTR+ ETG6 1.4 VTi 95 VTR+		1.6 VTi 95 VT 1.6 HDi 75 VTR		97 155 5 74 135 4
i3 EV	£30980 168 0 2	1 430d M Sport	£40945 255 139 40	ActiveHybrid 7L SE	£69300 459	158 48	M6	£92350 552 231 50	1.6 HDi 115 Excl.	£18050 107 119 15	1.6 HDi 90 Plus Sp. Ed	£15805	89 135 8
i3 EV Range Extender 4 SERIES 2dr coupé More t		1 430d xDrive Luxury 430d xDrive M Sport		ActiveHybrid 7L M Sport X1 5dr 4x4 Odd SUV best as re	£74575 459 ear-wheel drive. Go		640d SE 640d M Sport		C4 5dr hatch Good looking, but latest rivals	at lacks the polish of the	1.6 HDi 90 VTR 1.6 e-HDi 90 VTR ETG6	£15105 £15875	89 135 7 89 120 9
B-road steer. Very comely though		435d xDrive Luxury	£45245 308 150 41	drive, poor cabin finish	****		6 SERIES CONVERTIBL			£20965 110 101 18			89 135 8
430d M Sport 420i SE		0 435d xDrive M Sport 0 5 SERIES 4dr saloon No	£45745 308 150 41				and interior. More GT than spor 650i M Sport	£77990 402 213 50	1.4 VTi 95 VTR	£19565 110 95 18 £14240 94 140 12	1.6 HDi 115 XTR		89 120 9 107 134 10
420i Sport	£31625 181 146 3 £32625 181 146 3	0 mark. Superb interior	★★★★☆ £44255 241 139 43	xDrive 20i Sport	£28285 181 £29285 181			£65330 315 179 50 £68630 315 184 50			C4 PICASSO 5dr mpv Plu dynamic make for a better car		
420i Luxury 420i M Sport	£33125 181 146 3	0 535i M Sport	£44745 302 179 42	xDrive 20i M Sport	£30285 181	179 28	M6	£97300 552 239 50	1.6 HDi 90 VTR	£16355 91 104 15	1.6 VTi 120 VTR		118 145 14
420i xDrive SE 420i xDrive Sport	£31660 181 159 3 £33160 181 163 3	0 520i SE	£33130 181 149 36 £35965 181 154 37		£24230 114	128 18	640d SE 640d M Sport	£68195 309 149 50 £71530 309 153 50		£18105 91 104 16 £18965 110 97 18			118 145 15 154 139 22
420i xDrive Luxury	£34160 181 163 3	1 520i M Sport	£35965 181 159 37	sDrive 18d Sport	£26330 141	128 22	18 2dr coupé The world's fire	st off-road coupé, but	1.6 e-HDi 115 Excl.	£20365 110 100 18	1.6 THP 155 Excl.+	£23720	154 142 22
420i xDrive M Sport 428i SE	£34660 181 163 3 £33520 242 154 3		£36695 242 142 40 £39495 242 147 41	sDrive 18d M Sport	£28330 141 £26830 141		appearance makes it difficult to			£21185 148 130 23 Interesting and novel,			91 110 15 91 110 15
428i Sport	£35020 242 156 3	3 528i M Sport	£39530 242 152 41	xDrive 18d Sport	C27020 141	144 22			but typically flawed to drive	***	1.6 e-HDi 90 VTR+ ETG6	£20410	91 98 15
428i Luxury 428i M Sport	£36020 242 156 3 £36520 242 156 3		£44690 302 174 42 £57615 402 199 46		£28830 141	144 22	CADILLAC CTS-V 2dr coupé A genuine	n rival to Europo's finact	1.2 PureTech 75 Touch	£12990 74 105 9 £13490 81 105 9	1.6 e-HDi 115 VTR+		113 105 18 113 104 18
435i Luxury	£41870 302 188 3	6 550i M Sport	£57915 402 206 46	sDrive 20d Efficient Dynamics	£26760 161	119 24	supercars	<b>★★★★☆</b>	1.2 PureTech 82 Feel	£14690 81 105 9	1.6 e-HDi 115 Excl.	£21810	113 105 17
435i M Sport M4		6 ActiveHybrid 5 SE 2 ActiveHybrid 5 Luxury	£47790 335 149 44 £48825 335 159 44	sDrive 20d Eff. Dyn. Business	£28160 181	119 24	6.2 V8 CTS 4dr saloon Sharp-look	£68957 556 365 50	1.2 PureTech 82 Flair 1.2 PureTech 110 Feel S-S	£16090 81 107 10 £15890 109 107 15			113 105 18 148 102 24
420d SE	£32495 181 111 2	9 ActiveHybrid 5 M Sport	£50625 335 163 44	sDrive 20d Sport	£27760 181	129 25	diesel. CTS-V is excellent	***	1.2 PureTech 110 Flair S-S	£17290 109 107 16	2.0 Blue HDi 150 Excl. +	£25410	148 105 24
420d Sport	£33995 181 119 3 £34995 181 119 3	0 4.4 V8 M5	£73970 552 232 48	sDrive 20d M Sport			3.0 V6 E'gnce auto	£40897 272 229 44 £46977 307 247 44	1.6 BlueHDi 100 Touch	£15490 99 87 18	GRAND C4 PICASSO 5dr improved dynamic make for a b	mpv Plusi	nness and an
420d Luxury 420d M Sport	£35495 181 119 3	0 518d Luxury	£30865 141 114 30 £33665 141 119 31	xDrive 20d Sport	£29260 181	145 25	3.6 V6 AWD Sp. Luxury  3.6 V6 Sp. Luxury	£45241 307 241 44	1.6 BlueHDi 100 Flair	£18090 99 89 18	1.6 VTi 120 VTR		★★★☆ 118 145 13
420d xDrive SE 420d xDrive Sport	£33995 181 117 2 £35495 181 125 2	9 518d M Sport	£33665 141 124 31 £32365 181 114 33	xDrive 20d xLine	£30260 181 £31260 181	145 25	6.2 V8 V	£65766 557 365 50	1.6 e-HDi 92 Feel ETG6	£16890 89 92 16 £18290 89 94 16			118 145 13 154 139 21
420d xDrive Luxury	£35495 181 125 2		£32365 181 114 33 £35165 181 119 34	xDrive 25d M Sport	£33540 215				1.0 C'NUI 74 FIMII EIUO	210270 07 74 lb	1.6 THP 155 Excl.+	£25420	154 139 21

## CALCULATED PRECISION. CALCULATED DECISION.

BMW 420i M SPORT COUPÉ. MONTHLY RENTALS FROM £349 (PLUS INITIAL RENTAL').

Calculated. That's the BMW 420i M Sport Coupé throughout. With 18" inch alloys, Xenon headlights and Media Package – BMW Professional as standard you'll appreciate why. And with a well-calculated offer from BMW Economics, you'll also appreciate the value.

## 19   18   18   18   18   18   18   18	Make and Model		CO ₂ g/km	Insurance group		Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km Insurance group	Make and Model	Price	CO ₂ g/km
Fig. 12   1														
Fig. 10   15   15   15   15   15   15   15	6 e-HDi 115 VTR+ £	22210 1	13 10	5 19	1.2 Lounge	12440	68	113 6	1.3 85 Multijet Easy	£14375	85 90 13	1.0T 125 Ecoboost Zetec S	£20345	123 108
									1.3 85 Multijet GBT	£14875	85 90 13			
Section   Company   Comp	D Blue HDi 150 Excl. £	24750 1	48 102	2 24	1.4 T-Jet Abarth	14255	133	155 26				1.5T 150 Ecoboost Zetec S	£20845	148 137
Technology of the control of the c	D Blue HDI 150 EXCL.+	2/110 1	48 10:	5 25										
Internation of a unanchalle	ACIA	bood and a sec		Don't	1.3 MultiJet Cult	15990			1.2 Grand Prix III			1.6 85 Studio		
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Laterach   E1995   Fil   135   2   9 minut \$50   E1190   48   72   15   94445   55   15   9445   55   15   9445   55   16   94   95   16   94   95   16   94   95   16   94   95   16   94   95   96   96   96   96   96   96   96														
Add Instruction														
MICHON STEPWAY for batch base expenses   1.200														
State   Company   Compan														
Time   Company   19   10   10   10   10   10   10   10				ive										
## ## ## ## ## ## ## ## ## ## ## ## ##									1.0T EcoBoost 125 Titanium S-S					
## Add Learnest ## 1999 5   105 - 0.0 Treatiser Scanney 5   E1899 0   15   0.0 Treatiser Scanney 5   E1899 0   15   0.0 Treatiser Scanney 5   1.1   105   0.0 Treatiser Scanney 5   1.1														
Angelenger	i dCi Laureate £	10995 8	39 10	5 -	0.9 TwinAir 85 Lounge S-S	16390	84	92 15	1.4 90 Zetec	£14895	89 139 8	1.6 TDCi 115 Zetec S	£20945	114 109
Albahance														
Access   1999   74   15   4   2   2   10   1   10   10   10   10	9 Ambiance £	8595 8	39 116	6 9	1.2 Pop S-S	13690	68	113 9	1.5 TDCi 75 Zetec	£16295	74 109 8	2.0 TDCi 150 Titanium X	£24635	148 109
Analysis														
Add Lamenter   1979   M. 1911   5000, Seff may A coulty option, but has the syle to find of Lamenter   1979   M. 1911   5000, Seff may A coulty option, but has the syle to find of Lamenter   1979   M. 1970   M. 197	? Ambiance £	7795	74 13	5 4	1.3 MultiJet Lounge	17490	94	97 18	FIESTA 3dr hatch Stylish an	d wonderfu		2.0 TDCi 185 ST-3	£26295	178 110
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1.5 FEEF Africk Cleeps   University of the Computer   1.5 Fee   1.3390   41 (45 10)   2.8 It Retaines \$5   1.6455   7.9 9 7   1.0 Till 00 (coboost Tillarium)   2.1955   9.9 10   1.0 Till 00 (coboost Tillarium)   2.1955   9.0 Tillarium   2.1955   0.0 Tillarium   2							**	<b>₩</b>	1.0 80 Zetec S-S		79 99 6			
150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150	USTER 5dr 4x4 Cheap, but cl	neerfully ro	bust.		1.4 95 Pop	13390	94	145 10	1.0 80 Titanium S-S	£14695	79 99 7	1.0T 100 Ecoboost Titanium	£21195	99 109
15-1015   Content   Cont				5 6										
General Computer   C	16v 105 Access 4WD £	11495 1	03 18	5 5	0.9 TwinAir Trekking	18790	103	119 11	1.0T 100 E'boost TitaniumX S-S	£16445	99 99 11	1.0T 125 Ecoboost Titanium	£21695	123 110
Continue with a property   2 Ferrain with serious   1														123 110 123 110
Like	dCi 110 Laureate 2WD £	13495 1	06 130	0 11	1.4 95 Trekking	17650	94	149 8	1.0T 125 Ecoboost Zetec S S-S	£15945	123 99 15	1.0T 125 Ecoboost Zetec S	£21445	123 110
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Section   Sect					1.4 120 Trekking	19295	118	159 10	1.25 82 Style	£12395	80 120 7	1.5 TDCi 120 Zetec	£20895	118 98
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Scription   Scri	3 V12 £	239352 7	30 350		1.3 Multijet 85 Trekking	19140	83	114 7	1.6T 180 Ecoboost ST	£17545	180 138 30	1.5T 150 Ecoboost Titanium	£22195	148 128
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1.6 Multiple 120 Lounge   1.5 Multiple 120 Lounge   1599   1.6   120   17   15   15   15   15   15   15   15	3 V12 £	227077 6	51 360		1.6 Multijet 105 Trekking	20140	103	122 15	1.5 TDCi 75 Style	£13995	74 98 8	1.6 105 Style	£18180	103 139
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16.0 Multilet 120 Lounge 7st   21.380   118   117   16   100C 59 STatanium Cloretic   E1.6499   94   87   12   Lo Till Cill Til Zelec S   22.045   114   105   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   1	V8 T	154490 5	52 250		500L MPW 5dr mpv As above	but wit	h sever	ı seat	1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94 87 12	1.6 TDCi 115 Titanium	£22295	114 109
VS Specials														114 109
SB-SPIDER 2dr open   The complete supercar winter	i V8 Italia 💮 🗜	178461 5	70 307		1.6 MultiJet 120 Pop Star 7st	19880	118	117 17	1.6 TDCi 95 Titanium X	£17295	94 95 13	1.6 TDCi 95 Style	£19295	94 109
LA world-class head turner											ny engaging. ★☆			148 109 178 110
1.3   Multilate   85 Pop Star 7st   218308   83   110   8   10.80   26   26   26   26   26   26   26   2	of. A world-class head turner	***	*		1.4 95 Pop Star 5st	15840	94	145 9	1.25 82 Style	£12995		2.0 TDCi 185 ST-2	£25095	178 110
No.   Soft   S	νδ ξ	198906 5	ru 27!	50										
Community   Comm					1.3 MultiJet 85 Lounge 7st	19880	83	110 9	1.0 80 Zetec S-S	£14295	79 99 6	2.0T 250 Ecoboost ST-2	£25095	247 159
				rly										247 159 148 109
MultiJet 75 4v4 Anfractica   E15995   74   125 7   1.4 MultiJat 140 Pop Star   E17595   138   19 - 1.0 IT 25 Evoboost Tilanium S-S E16295   123 99   15   1.5T EcoBoost 160 Zete   21345   158   138   1.5T EcoBoost 160 Zete   21345   158   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134   134	TwinAir 85 4x4 Antarctica £	14995	34 10		500X 5dr hatch Familiar stylin	ng works	rather	well as	1.0T 100 Ecoboost Titanium S-S	£15795	99 99 11	MONDEO 5dr hatch Still th	e best big sal	loon.
Twinair 85 Lounge														
Twinair 85 Lounge   E11875   84   99   7   1.4 Mutikir 140 Cross Pius   E1895   138 - 1.256 O Style   E12495   59   120   4   2.01 EcoBoost 240 Titanium   E20405   237   165 Titanium   E1695   74   98   98   1.6 Titoni 155 zleec   E22095   13   94   10   94   10   95 Titanium   E1695   74   98   98   1.6 Titoni 155 zleec   E22095   13   94   10   94   10   94   10   95 Titanium   E1695   74   98   98   1.6 Titoni 155 zleec   E22095   13   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   10   94   94   94   94   94   94   94   9	Twinair 85 Easy £		34 99	7	1.4 MultiAir 140 Lounge				1.0T 125 E'boost TitaniumX S-S					
Page	Twinair 85 Lounge £	11875 8	34 99	7	1.4 MultiAir 140 Cross	18595	138	: -	1.25 60 Style	£12495	59 120 4	2.0T EcoBoost 240 Titanium	£26045	237 169
Edsy								109 -			74 98 8		£22095	113 94
Multijet 75 Pog   E11575    74   104    7   1.6 Multijet 120 Cross   220995   118    - 7   1.6 TDC   59 Eylee ECDnetic \$\frac{5}{2}\$ \ 15555   59    87   1   2.0 TDC   150 Telenium   223795   148   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118	Easy £	10175	68 120	0 4	1.6 MultiJet 120 Pop Star	19095	118		1.5 TDCi 75 Zetec	£15395	74 98 9	1.6 TDCi 115 Titanium	£23295	113 94
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Multiple T5 4x4														
Odf hatch Super desirable, cute city cat. Pleasant, economy, Still heavily dated though ★★★☆ color Therapy E14276 08 126 1. 28 Vesty E11275 68 126 6. 101 Ecoboost 125 Titanium E15995 123 125 11 1. 51 Ecoboost 140 Titanium E23780 138 134 Timnikir 105 Gure E15550 103 92 10 1. 28 Veop E10175 68 126 6. 101 Ecoboost 125 Titanium E15995 123 125 11 1. 51 Ecoboost 140 Titanium E23780 138 134 Timnikir 105 Gure E15070 84 99 10 1. 48 Vesty E11375 85 90 13 1.51 IZ Titanium E15995 123 125 11 1. 51 Ecoboost 140 Titanium E23780 138 134 Timnikir 105 Gure E15070 84 99 10 1. 48 Vesty E11375 85 90 13 1.51 IZ Titanium E15995 90 149 10 1. 61 TOC1115 Style E22345 113 94 Timnikir 85 Gure E15070 84 19 10 1. 48 Vesty E11685 76 132 8 1.51 TiC1 Filtanium E16995 90 120 10 1. 61 TOC1115 Titanium E24945 113 94 Gure E16040 14 148 Vesty E11685 76 132 8 1.51 TiC1 Filtanium E16995 90 120 10 1. 61 TOC1115 Ottpice E23395 113 94 Timnikir 85 Gure E15670 68 113 9 1. 38 S Multiple 68T E12475 85 90 13 FOCUS 54 hatch Still very good to frive, and made 2.0 TOC1150 Titanium E2590 11 Minikir Economy, Still heavily dated though ★★★☆☆ Country Country E10220 64 13 9 1. 28 Vesty E10475 68 126 6 101100 Ecoboost Style E17995 90 105 10 2.0 TOC1160 Titanium E27995 18 107 Illinianium E27995 18 107	Multijet 75 4x4 £	15575	74 12	5 7	PUNTO 3dr hatch MultiAir tec	h improv	es app	eal and	ECOSPORT 5dr hatch Pum	ed up Fies	ta okay, but	MONDEO 5dr estate A vas	t and enjoyab	ole estate.
Twinkir 105 Lough   Filt		cute city o	ar. Plea	asant,	economy. Still heavily dated thoug	h 🛨	<b>★★</b>	126 6		rough 🖈 🖠	★☆☆ 123 125 11			
Twinkir 105 Lounge   E14220   103 92   10   1.2 & V Pop   E10175   68   126 6   1.5   12   12   14   14   14   15   15   12   14   14   15   15   14   14   15   15	TwinAir 105 GO £	15550 1	03 92		1.2 8v GBT		68	126 6	1.0T Ecoboost 125 Titanium X	£16995	123 125 11	1.5T Ecoboost 160 Zetec	£22580	158 134
Twinkir 85 60   E15070   84 99 10   1.4 % Easy   E11685   76 132   8 1.5 TOC.] THIANIUM   E16495 90 120 10   1.6 TOC! 115 Tetec   £23345 113 94	TwinAir 105 Lounge £	14220 1	03 92	10	1.2 8v Pop	10175	68	126 6		£14995	90 149 10		£22345	113 94
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TwinAir 85 Colour Therapy £12420 84 99 10 1.2 8v GBT £12375 68 126 6 1.0T100 Ecoboost Zetec £18595 99 105 10 2.0T Ecoboost 240 Titanium £27295 237 169	TwinAir 85 Lounge £	13740 8	34 92	10	economy. Still heavily dated thoug	h 🛨	**:	Y#	1.6 125 Zetec S	£21095	123 146 14	2.0 TDCi 150 Zetec	£24095	148 107
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KUGA 5dr 4x4 Bigger Kug backwards, but the strengths 2.0 TDCi 180 Titanium X Spoi	remain ★ 🖈	**	rά	1.8 i-VTEC Sport 1.8 i-VTEC Sport-Nav 1.6 i-DTEC Sport	£20225 99 145 14	1.7 CRDi 136 B'Drive Style 1.7 CRDi 136 B'Drive Premium 140 TOURER 5dr estate	£24405	134 119 17	3.0D V6 S Premium Luxury 3.0D V6 S Portfolio  XF 5dr sportbrake Handson	£46615 £49515	271	159 44
1.5T 150 Ecoboost Zetec 2WE 1.5T 150 Ecoboost Titanium		148	143 20 143 20	1.6 i-DTEC Sport-Nav  CIVIC TOURER 5dr estat	£21430 118 98 15	well-priced. No fireworks here 1.7 CRDi 115 B'Drive Style	***	<b>★</b> ☆	not heads 2.2D 163 Portfolio	£39695	**	129 33
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1.5T 182 Ecoboost Zetec AWD 1.5T 182 Ecoboost Titanium I	AWD £26795	180	171 21 171 21	1.6 i-DTEC S 1.6 i-DTEC SE Plus	£19755 118 99 15 £21570 118 99 15 £22180 118 99 15	1.7 CRDi 136 Blue Style 1.7 CRDi 136 B'Drive Premium IX20 5dr hatch Usable high	£25655	134 119 17	3.0D V6 275 S Portfolio 5.0 V8 SC XFR-S	£51995 £82495	542	163 33 297 50 129 33
1.5T 182 Ecoboost Titanium X 1.5T 182 Ebst Titanium X Spo 2.0 TDCi 150 Zetec 2WD		180	171 21 171 21 122 20	1.6 i-DTEC SE Plus-Nav 1.6 i-DTEC S-Nav 1.6 i-DTEC SR	£22180 118 99 15 £20365 118 99 15 £24340 118 103 16	flair  1.6 CRDi 115 Active Blue Drive	***	<b>★</b> ☆	2.2D 200 Luxury 2.2D 200 Portfolio	£35945 £37050 £41200	197	129 33 139 33 139 33
2.0 TDCi 150 Titanium 2WD 2.0 TDCi 150 Titanium X 2WD	£24345 £27095	148 148	122 20 122 20	1.8 i-VTEC EX Plus 1.8 i-VTEC S	£24935 140 149 15 £18650 140 146 13	1.6 CRDi 115 Style Blue Drive 1.4 Class	£16335 £12515		XJ 4dr saloon Modern looks dynamics		ch mode	
2.0 TDCi 150 Titanium X Spoi 2.0 TDCi 150 Zetec AWD	£24195	148	122 20 135 20	1.8 i-VTEC SE Plus 1.8 i-VTEC SE Plus-Nav	£20565 140 149 14 £21175 140 149 14	1.4 Active 1.4 Style	£13665 £14615	89 140 8 89 140 8	3.0 V6 S-C Premium Luxury 3.0 V6 S-C Premium Luxury LV		336 i	224 -
2.0 TDCi 180 Titanium AWD 2.0 TDCi 180 Titanium X AWD C-MAX 5dr mny As fun to		177	135 22 135 22 live with	1.8 i-VTEC S-Nav 1.8 i-VTEC SR ACCORD 4dr saloon Com	£19260 140 146 14 £23135 140 149 14 fortable interior Fiddly dash	1.6 Active Au 1.6 Style Au 1.4 CRDi 90 Class	£15960		3.0 V6 S-C Portfolio 3.0 V6 S-C Portfolio LWB 5.0 V8 S-C Supersport LWB	£73450 £76450 £95895	336 1 336 1	
★★★★☆  1.0T 100 Ecoboost Zetec S-S	£18695		117 10	and forgettable drive 2.0 i-VTEC ES	★★★☆☆ £23200 154 159 23	IX35 5dr 4x4 Classy, roomy handling. Very competitive		ctable	5.0 V8 S-C 550 XJR 3.0D V6 Luxury	£92395 £56870	542	270 50 159 48
1.0T 125 Ecoboost Zetec S-S 1.0T 100 Ecoboost Titanium		99	117 13 117 10	2.0 i-VTEC ES GT 2.0 i-VTEC ES GT Nav	£24120 154 159 24 £25320 154 159 24	1.6 GDi S 2WD 1.6 GDi S B'Drive 2WD ISG	£17330	133 149 14	3.0D V6 Luxury LWB 3.0D V6 Premium Luxury	£59980 £60670	271	167 48 159 48
1.0T 125 Ecoboost Titanium S 1.0T 125 E'boost Titanium X 1.6 105 Zetec		123	117 13 117 14 149 11	2.0 i-VTEC EX 2.4 i-VTEC EX 2.4 i-VTEC EX ADAS	£26580 154 162 24 £27890 198 199 26 £30290 198 199 27	1.6 GDI SE 2WD 1.6 GDI SE B'Drive 2WD ISG	£18930		3.0D V6 Premium Luxury LWB 3.0D V6 Portfolio 3.0D V6 Portfolio LWB	£63780 £67870 £70980	271	
1.6T 150 Ecoboost Titanium : 1.6T 182 E'boost Titanium X	S-S £20855	148	144 19 144 22	2.2 i-DTEC 150 ES 2.2 i-DTEC 150 ES GT	£30290 196 199 21 £25400 148 138 24 £26320 148 138 24	1.6 GDI SE Nav 2WD 1.6 GDI SE Nav B'Drive 2WD ISO 1.7 CRDI SE Nav 2WD	£19980	133 149 14	F-TYPE 2dr coupé Cheape rigidity mean it's better too		adster.	
1.6 TDCi 115 Zetec 1.6 TDCi 115 Titanium	£19150 £20650	114 114	117 16 117 16	2.2 i-DTEC 150 ES GT Nav 2.2 i-DTEC 150 EX	£27520 148 138 24 £28795 148 141 25	1.7 CRDi Premium 2WD 1.7 CRDi Prem'Panorama 2WD	£23000 £23800	114 139 14 114 139 14	3.0 V6 3.0 V6 S	£53050 £60250	336 375	213 50
1.6 TDCi 115 Titanium X  2.0 TDCi 140 Titanium	£22650 £21725	138		2.2 i-DTEC 150 EX ADAS 2.2 i-DTEC 180 Type S	£31195 148 141 26 £31435 177 147 28	1.7 CRDI S 2WD 1.7 CRDI SE 2WD	£20250		5.0 V8 R F-TYPE 2dr open Serious r		buys a	
2.0 TDCi 163 Titanium X GRAND C-MAX 5dr mpv seven seater		ctical	small	2.2 i-DTEC 180 Type S ADAS  ACCORD TOURER 5dr es  desirable and useful	£33685 177 147 29  state As above but more	2.0 CRDi Premium 136 4WD 2.0 CRDi Prem' Panorama 4WD 2.0 CRDi SE 136 4WD	£26700	134 149 18 134 149 18 134 149 18	car with a likeable wild side 3.0 V6 3.0 V6 S	£58535 £67535		
1.OT 100 Ecoboost Zetec S-S 1.OT 125 Ecoboost Zetec S-S	£20295	99	119 10 119 13	2.0 i-VTEC ES 2.0 i-VTEC ES GT	£24680 154 163 23 £25655 154 163 24	2.0 CRDi SE Nav 136 4WD Santa FE 5dr 4x4 An injer	£24200	134 149 18	5.0 V8 S	£79995		
1.0T 100 Ecoboost Titanium 1 1.0T 125 Ecoboost Titanium 1	S-S £22295	123	119 10 119 13	2.0 i-VTEC ES GT Nav 2.4 i-VTEC EX	£26855 154 163 24 £29550 198 201 26	the Santa Fe's easygoing appea 2.2 CRDi SE 4WD 5st	£27995	194 159 19	COMPASS 5dr 4x4 Jeep-b			er. Poor
1.0T 125 E'boost Titanium X 1.6T 150 Ecoboost Titanium X 1.6T 182 E'boost Titanium X	S-S £22250	148	119 14 149 19 149 22	2.4 i-VTEC EX ADAS 2.2 i-DTEC 150 ES 2.2 i-DTEC 150 ES GT	£31950 198 201 27 £26895 148 143 24 £27870 148 143 24	2.2 CRDi SE 4WD 7st 2.2 CRDi Premium 4WD 5st 2.2 CRDi Premium 4WD 7st	£30595	194 159 19 194 159 19 194 159 19	by any standard 2.4 North 2WD 2.0 Sport 2WD	★★☆ £21010 £18470	168 2	209 24 175 22
1.6 TDCi 115 Zetec 1.6 TDCi 115 Titanium	£20745 £22045	114	124 16 124 16	2.2 i-DTEC 150 ES GT Nav 2.2 i-DTEC 150 EX	£29070 148 143 24 £30330 148 146 25	2.2 CRDi Premium SE 4WD 7st		194 159 20	2.4 Ltd 4WD 2.2 CRD Ltd 4WD	£23860 £25740	168 2	
1.6 TDCi 115 Titanium X 2.0 TDCi 140 Titanium	£24045 £23250	114 138	124 16 134 20	2.2 i-DTEC 150 EX ADAS 2.2 i-DTEC 180 Type S	£32730 148 146 26 £32925 177 150 28	Q50 4dr saloon Credible co			WRANGLER 3dr 4x4 Hear on-road manners	***	**	
2.0 TDCi 163 Titanium X S-MAX 5dr mpv Proof tha		not be		2.2 i-DTEC 180 Type S ADAS  HR-V 5dr hatch Cleverly pages	£35175 177 150 29 ackaged and comfortable	with some novel touches 3.5 S Hybrid Sport AWD		359 144 42	3.6 V6 Sahara 3.6 V6 Overland	£30240 £32390 £31140	276	263 -
or ungainly. Still the benchma 1.6T 16O Ecoboost Zetec S-S 1.6 16O Eco T'nium S-S		158		crossover. Bland performance 1.5 i-VTEC EX 1.5 i-VTEC S	£23195 128 £17995 128	2.0t Premium 2.0t Premium Tech 2.0t Sport	£38955	208 146 40 208 146 40 208 146 40	3.6 V6 Rubicon 2.8 CRD Overland 2.8 CRD Sahara	£31140 £32375 £30225	276 1 197 1	213 25
2.0 203 Ecoboost Titanium a 2.0 240 Tit. X Sp. Au		200		1.5 i-VTEC SE 1.5 i-VTEC SE Navi	£19745 128 £20355 128	2.0t Sport Tech 3.5 S Hybrid Sport	£39725	208 146 40 359 144 42	WRANGLER 5dr 4x4 Hear on-road manners	ry-duty off r ★★★	oader la ☆☆	acks
1.6 TDCi 115 Zetec S-S 1.6 TDCi 115 Eco T'ium S-S	£24110 £25860	114	139 16 139 17	1.6 i-DTEC S 1.6 i-DTEC SE	£19745 118 £21495 118	3.5 S Hybrid Sport Tech 3.5 S Hybrid Sport Tech AWD	£47240	359 144 42 359 159 42	3.6 V6 Sahara 3.6 V6 Overland	£31910 £34060	276	273 -
2.0 TDCi 140 Zetec 2.0 TDCi 140 Titanium 2.0 TDCi 163 Titanium	£24295 £26045 £26645	138	139 17 139 18 139 19	1.6 i-DTEC SE Navi 1.6 i-DTEC EX CR-V 5dr 4x4 The CR-V solo	£22105 118 £24945 118	2.2d SE 2.2d Premium 2.2d Premium Tech	£31050	168 114 29 168 114 30 168 114 30	3.6 V6 Rubicon 2.8 CRD Overland 2.8 CRD Overland Axle+	£32810 £34045 £33445		273 22 217 25 230 25
2.0 TDCi 163 Tit. X Sp. 2.2 TDCi 200 Titanium	£30395 £27870	161	139 21 174 26	by cleverer competition 1.6 i-DTEC 120 SE-Nav 2WD	★★★☆☆ £26740 118 115 22	2.2d Sport 2.2d Sport Tech	£33420	168 118 30	2.8 CRD Sahara 2.8 CRD Sahara Axle+	£31895 £31295	197 2	217 24
2.2 TDCi 200 Tit. X Sp.  GALAXY 5dr mpv Huge s	even-seat MP	197 V. Easy	174 26 y to place	1.6 i-DTEC 120 S-Nav 2WD 1.6 i-DTEC 120 SR 2WD	£24300 118 115 23 £28495 118 119 23	Q60 2dr coupé High-class of entertaining	***	d, potent and ★☆	CHEROKEE 5dr 4x4 Hams Uninspiring, but roomy and pra	ctical 🛨 🤊	***	r#r
on the road. Not cheap 2.2 TDCi 200 Titanium X 1.6 160 Ecoboost Zetec S-S	★★★ £32875 £25670	197	179 27	2.0 i-VTEC S 2WD 2.0 i-VTEC S-Nav 2WD 2.0 i-VTEC SE 2WD	£22345 154 168 22 £23245 154 168 22	3.7 V6 060 GT 3.7 V6 060 S 3.7 V6 060 S Premium	£38680	315 246 45	2.0 Longitude 140 FWD 2.0 Ltd 140 FWD 2.0 Longitude 140	£26110 £31810 £28110	138	139 -
1.6 160 Eco T'ium S-S 1.6 160 Eco T'niumX S-S	£27570	158	167 18	2.0 i-VTEC SE-Nav 2WD 2.0 i-VTEC SE	£25685 154 168 22	Q60 COUPE CABRIOLET enjoyable coupe-cabriolet. Poor	2dr open	Desirable,	2.0 Ltd 140	£33810 £30610	138 168	147 - - 29
2.0 203 Ecoboost Titanium a 2.0 203 Ecoboost Titan X au	to £31735	200	189 25	2.0 i-VTEC SR	£26785 154 173 22 £28595 154 177 23	3.7 V6 060 GT Premium auto Q70 4dr saloon Pleasant, w	£45740	315 264 48	2.0 Ltd 170 Au 2.0 Longitude Plus 140 FWD	£37810 £28310	138	- 28 139 -
1.6 TDCi 115 Zetec S-S 1.6 TDCi 115 Eco T'nium S-S 1.6 TDCi 115 Eco Tit. X S-S	£28360	114	139 17	2.0 i-VTEC EX 1.6 i-DTEC 120 S 2WD 1.6 i-DTEC 120 SE 2WD	£30440 154 177 23 £23400 118 115 22 £25570 118 115 22				2.0 Longitude Plus 140 2.0 Longitude Plus 170 Au GRAND CHEROKEE 5dr	£30310 £32810	168	- 29
2.0 TDCi 140 Zetec 2.0 TDCi 140 Titanium	£26645	138	139 20	1.6 i-DTEC 160 SE 1.6 i-DTEC 160 SE-Nav	£27570 158 129 26 £28740 158 129 26	3.7 Sport Tech 2.2d Premium	£44850 £33400	315 145 45 168 129 46	Comfortable and well-equipped 6.4 V8 SRT	£63995	**	
2.0 TDCi 140 Titanium X 2.0 TDCi 163 Titanium	£29145	161	139 22	1.6 i-DTEC 160 SR 1.6 i-DTEC 160 EX	£30625 158 133 27 £32470 158 133 27	2.2d Sport	£36600	168 129 46	3.0 V6 190 CRD Laredo 3.0 V6 CRD Ltd	£38895 £41495	247	198 40
2.0 TDCi 163 Titanium X 2.2 TDCi 200 Titanium	£31645 £30375	161 197	139 23 179 26	HYUNDAI 110 5dr hatch Second gen i	10 ctill close to the best	2.2d Sport Tech  OX 50 5dr 4x4 Focused on-r little interior space		ves well, very	3.0 V6 CRD Ltd Plus 3.0 V6 CRD Overland 3.0 V6 CRD Summit	£44495 £48195 £51995	247	198 41
GINETTA G40 2dr coupé Road-lega				Mature drive, spacious cabin, I 1.0 S	ow price ★★★☆ £8705 65 108 1	3.7 V6 QX GT 3.7 V6 QX GT Premium	£38980 £42580	315 265 44 315 265 45	KIA			
charm to spare R	★ ★ ★ £29950			1.0 S Air 1.0 SE	£9370 65 108 1 £9770 65 108 1	3.0d 3.0d GT	£34490 £38445	235 224 43 235 224 44	PICANTO 3dr hatch Nice of overshawdowed now by rivals	***	☆	
HONDA  JAZZ 5dr hatch Great page	rkaninn mako	thic .	4	1.0 SE Blue Drive 1.0 Premium 1.2 SE	£10020 65 98 1 £10470 65 108 1 £10270 86 114 4	QX70 5dr 4x4 Big, powerful				£9645 £8145 £11845	68	99 3
versatile, if not thrilling super 1.2 i-VTEC SE	mini 🗡 🗡 £13395	89	<b>★☆</b> 123 14	1.2 Premium 120 5dr hatch Very good va	£10970 86 114 4 alue hatch. Fun a		£43250 £47700	315 282 49 315 282 49	1.25 White Au 1.25 Quantum ISG	£12445 £11995	84 84	130 11 106 12
1.2 i-VTEC SE-T 1.4 i-VTEC ES Plus	£14390 £14895	89 99	123 14 129 19	by-product; practicality mostly 1.2 75 S	y spot on ★★★★☆ £10695 76 112 5	3.7 V6 S 3.7 V6 S Premium	£45350 £49800	315 282 49 315 282 49	PICANTO 5dr hatch Nice overshawdowed now by rivals	Irive and ca ★ ★ ★ ★	bin, but ☆	
1.4 i-VTEC ES Plus-T 1.4 i-VTEC Si-T 1.2 i-VTEC S	£15990	99	129 16	1.2 75 S Air 1.2 84 SE 1.2 84 Premium	£11445 76 112 5 £12725 84 119 6 £13725 84 119 6	3.0d GT	£43100	385 307 49 235 225 49 235 225 49	1.01	£9845 £8345 £8945	68	
1.2 i-VTEC S A-C 1.2 i-VTEC S-T	£12545	89	123 13	1.2 84 Premium SE 1.4 100 SE	£13725 84 119 6 £14725 84 119 6 £13325 98 127 10	3.0d S	£45200	235 225 49 235 225 49 235 225 49	1.0 2	£9945 £10545	68	99 4
1.2 i-VTEC S-T A-C 1.3 IMA Hybrid HE	£13540 £17150	89 97	123 13 104 16	1.4 100 Premium 1.4 100 Premium SE	£14325 98 127 10 £15325 98 127 10	JAGUAR		3	1.25 3 1.25 4 ISG	£11545 £12095	84 84	109 10
1.3 IMA Hybrid HE-T 1.3 IMA Hybrid HS	£17650	97	104 16	1.1 CRDi 75 S Blue 1.1 CRDi 75 SE	£12445 74 84 6 £14225 74 103 6	XE 4dr saloon A long time co Drives better than a 3 Series. No	ıff said ★ 🖈	***	European saloon pace	***	**	115 ^
1.3 IMA Hybrid HS-T 1.3 IMA Hybrid HX 1.3 IMA Hybrid HX-T	£19250	97	104 16	1.4 CRDi 90 SE 1.4 CRDi 90 Premium 1.4 CRDi 90 Premium SE	£14725 89 106 11 £15725 89 106 12 £16725 89 106 12	2.0i 200 Prestige	£27995	197 179 - 197 179 - 197 179 -	1.25 SR7	£10345 £11845 £12245	83	115 3
1.4 i-VTEC EX 1.4 i-VTEC EXL	£15995	99	129 16	130 5dr hatch As good as w			£33095	237 179 - 237 179 -	1.4 2 ISG	£13045 £14445	107	114 7
1.4 i-VTEC EX-T 1.4 i-VTEC EXL-T	£16990 £18190	99 99	129 16 129 16	1.4 100 S 1.4 100 SE	£15195 98 138 7 £16495 98 138 7	3.0i S-C 340 S 2.0d 163 SE	£44870 £29775	335 194 - 161 99 -	1.4 CRDi 3 ISG CEED 5dr hatch Another Io	£15545 oker from S	89 chreyer	98 6
1.4 i-VTEC Si  CIVIC 5dr hatch A real collegroom is a hinderance		he lacl	k of rear	1.6 120 SE auto 1.6 120 Premium 1.6 CRDi 110 Blue Drive S	£17895 118 158 9 £20295 118 145 9 £17195 109 94 11	2.0d 163 R-Sport	£32325	161 99 -	dynamically forgettable 1.4 98 VR7 1.4 CRDi 89 VR7	£15400 £16690	99	
1.4 i-VTEC S 1.4 i-VTEC S-Nav	£15975	99	129 5	1.6 CRDI 110 Blue Drive SE 1.6 CRDI 136 Blue Drive Premi	£18495 109 94 11	2.0d 180 SE	£30275	178 109 - 178 109 -	1.4 98 1	£16805 £16805	99	139 7
1.6 i-DTEC EX Plus 1.6 i-DTEC S	£25140 £18755	118 118	98 16 94 15	to expect, but not one inch bet	As good as we've come ter ★★★☆	2.0d 180 R-Sport 2.0d 180 Portfolio	£33025 £33675	178 109 - 178 109 -	1.6 GDi 133 2 ISG 1.6 GDi 133 3 ISG	£17595 £19395	128 128	124 12 124 12
1.6 i-DTEC SE Plus 1.6 i-DTEC SE Plus-Nav 1.6 i-DTEC S-Nav	£21180	118	94 15	1.6 120 S 1.6 120 SE 1.6 CRDi 110 Plua Briga S	£18195 118 145 9	XF 4dr saloon Sublime Brit 6 dynamics. XFR a five-star car	***	<b>*</b> *	1.6 GDi 133 4 ISG 1.6 GDi 133 4 Tech ISG	£20600 £22500	128	137 15
1.6 i-DTEC S-Nav 1.6 i-DTEC SR 1.8 i-VTEC EX Plus	£23140	118	94 16	1.6 CRDi 110 Blue Drive S 1.6 CRDi 136 Blue Drive SE 140 4dr saloon Useful, inof	£18295 109 94 11 £19595 134 102 11 fensive and well-priced. No	2.2D 163 R-Sport	£34695	161 129 33	1.6 T-GDi 201 GT 1.6 T-GDi 201 GT Tech 1.4 CRDi 89 1	£20705 £23405 £16095	201	171 29
1.8 i-VTEC S 1.8 i-VTEC SE Plus	£17635 £19565	140 99	137 13 145 14	fireworks here 1.7 CRDi 115 B'Drive Premium	★★★☆ £23485 114 113 13	5.0 V8 SC XFR 5.0 V8 SC XFR-S	£65440 £79995	503 270 46 542 270 50	1.6 CRDi 126 1 ISG 1.6 CRDi 126 2 ISG	£16695 £18695	126 126	97 12 100 13
1.8 i-VTEC SE Plus-Nav 1.8 i-VTEC S-Nav	£20175 £18245	99 140	145 14 137 14	1.7 CRDi 115 B'Drive Style 1.7 CRDi 115 B'Drive Active	£21205 114 113 13 £19105 114 113 12	2.2D 163 Luxury 2.2D 200 Luxury	£33445 £34550	161 129 33 197 139 38	1.6 CRDi 126 3 ISG 1.6 CRDi 126 4 ISG	£20495 £22095	126 126	100 13 112 14
1.8 i-VTEC SR				1.7 CRDi 136 B'Drive Active	£19905 134 119 16				1.6 CRDi 126 4 Tech ISG	£23995		



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Make	Price Bhp CO ₂ g/km Insurance group	_	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO.5 g/km Insurance group
CEED 5dr estate Anothe Schreyer, but also forgettable 1.4 98 VR7	e ★★★☆☆ £16400 99 148 8		£41195 188 162 31 <b>IE 3dr 4x4</b> A new class of <b>*</b> * * * *	GRANCABRIO 2dr open Fa soundtrack, average chassis 4.7 V8	★★★★☆ £98340 433 337 50	B200 CDI SE         £23650         134         111         20           B200 CDI Sport         £24245         134         111         20           B200 CDI AMG Line         £25540         134         111         20
1.4 CRDi 89 1 ISG 1.6 CRDi 126 1 ISG	£17295 89 109 6 £18095 126 116 12	2.2 SD4 190 Pure Tech 4WD	£31205 148 129 29 £33505 188 149 33	4.7 V8 Sport	£103935 453 337 50	B220 CDI Sport £27125 168 107 25 CLA 4dr saloon Attractive from some angles, unap-
1.6 CRDi 126 2 ISG 1.6 CRDi 126 3 ISG 1.6 CRDi 126 4 ISG	£19695 126 116 13 £21495 126 116 13	RANGE ROVER EVOQU	£39305 188 149 34 <b>IE 5dr 4x4</b> A new class of  ★★★☆	MAZDA  2 5dr hatch Much more grown		pealing from others. Dynamics to match ★★★☆☆   CLA 200 CDI AMG Sport
1.6 CRDi 126 4 Tech ISG PROCEED 3dr hatch An	£23295 126 116 14 £25195 126 116 15 nother slightly smaller looker	2.0 Si4 240 Dynamic Lux 4W		comfortable - if slightly less fun 1.5 75 SE 1.5 75 SE-L	£11995 74 110 - £12995 74 110 -	CLA 200 CDI Sport £26925 134 117 27 CLA 250 AMG Sport 4Matic £33405 208 154 24 CLA180 Sport £24775 121 130 23
from Schreyer. Still not mem 1.4 98 VR7	orable ★★★☆☆ £14900 133 143 10	2.2 eD4 150 Pure Tech 2WD 2.2 SD4 190 Pure 4WD	£31205 148 133 29 £31505 188 149 32	1.5 90 SE-L 1.5 90 SE-L Nav	£13995 90 105 - £14395 90 105 -	CLA180 AMG Sport £26975 121 130 24 CLA45 AMG £42270 354 161 45
1.6 GDI 133 S ISG 1.6 GDI 133 SE	£17895 133 124 14 £19905 133 137 15	2.2 SD4 190 Dynamic 4WD		1.5 90 Sport 1.5 90 Sport Nav	£14995 90 105 - £15395 90 105 -	CLA220 CDI Sport £29775 168 117 27 CLA220 CDI AMG Sport £31975 168 117 28
1.6 GDi 133 SE DCT auto 1.6 T-GDi 201 GT 1.6 T-GDi 201 GT Tech	£21205 133 140 14 £20205 201 171 29 £22905 201 171 30	car in the world. Easily the be		1.5 I 15 Sport Nav 1.5D 105 SE-L 1.5D 105 SE-L Nav	£15995 113 117 - £15995 104 89 - £16395 104 89 -	C-CLASS 2dr coupé         Nice balance of style, usability and driver reward           ★★★☆           C63 AMG Edition 507         £68495         451         280         44
1.6 CRDi 126 S ISG 1.6 CRDi 126 SE ISG	£18995 126 100 13 £20995 126 112 13	5.0 V8 S Aubiography LWB	£110150 503 299 50 £74950 254 182 45	1.5D 105 Sport 1.5D 105 Sport Nav	£16995 104 89 - £17395 104 89 -	C180 AMG Sport Edition £29965 154 149 35 C220 CDI Exec SE £31130 168 109 34
1.6 CRDi 126 SE Tech SOUL 5dr hatch Looks di	£23095 126 112 13 ivide opinion. Better value	3.0 TDV6 Vogue SE 3.0 TDV6 Aubiography	£81850 254 182 50 £91550 254 182 50	<b>3 5dr hatch</b> Refined, well-price Dynamically satisfying, too	ed family choice. ★★★☆☆	C220 CDI AMG Sport Edition £32460 168 133 38 C250 CDI AMG Sport Edition £33515 201 143 41
now, but still hardly the best EV 81kW	£29995 107 - 19		£81950 308 219 50	1.5 100 SE 1.5 100 SE Nav	£16995 99 119 13 £17595 99 119 13	C-CLASS 4dr saloon Stellar cabin and polished drive increase appeal; engines not so good ★★★☆
1.6 GDi Start 1.6 GDi Connect 1.6 GDi Connect Plus	£12800 130 158 9 £15000 130 158 10 £16100 130 158 10	4.4 SDV8 Aubiography	£88850 308 219 50 £98550 308 219 50 £106250 308 219 50	2.0 120 SE 2.0 120 SE Nav 2.0 120 SE-L	£17295 118 119 17 £17895 118 119 17 £18795 118 119 18	C200 SE         £27270         181         123         31           C200 Sport         £29265         181         124         31           C200 AMG Line         £30890         181         128         31
1.6 GDi Mixx 1.6 GDi Maxx	£18355 130 170 11 £20155 130 170 11	RANGE ROVER SPORT	5dr 4x4 Just the right	2.0 120 SE-L Nav 2.0 120 Sport Nav	£19395 118 119 18 £20195 118 119 18	C63 AMG £59800 469 192 - C63 AMG \$ £66550 503 192 -
1.6 CRDi Connect 1.6 CRDi Connect Plus	£16600 126 132 9 £17700 126 132 10	5.0 V8 S Aubiography Dynan 3.0 SDV6 HSE	nic £84350 503 298 49 £61950 288 185 43	2.0 165 Sport Nav 2.2D 150 SE	£21920 162 135 22 £19645 148 107 23	C200 Bluetec SE £28985 134 102 25 C200 Bluetec Sport £30980 134 102 25
1.6 CRDi Mixx 1.6 CRDi Maxx	£19950 126 132 10 £21750 126 132 11	3.0 SDV6 Aubiography Dyna	mic £77850 288 185 45	2.2D 150 SE Nav 2.2D 150 SE-L	£20245 148 107 24 £21145 148 107 24	C200 Bluetec AMG Line £32475 134 102 25 C220 Bluetec SE £29780 168 103 31
European saloon pace 1.7 CRDi 2 ISG	KS THE PART, DUT IS WEII OFF THE ★★★☆☆ £22895 134 128 17	4.4 SDV8 Aubiography Dyna	MIC ±84350 334 219 47	2.2D 150 SE-L Nav 2.2D 150 Sport Nav 6 4dr saloon A compelling mix	£21745 148 107 24 £22545 148 107 24	C220 Bluetec Sport         £31775         168         104         31           C220 Bluetec AMG Line         £33270         168         104         31           C250 Bluetec SE         £32435         201         117         35
1.7 CRDI 1 ISG 1.7 CRDI 3 ISG	£19995 134 128 17 £25795 134 128 20	CT 5dr hatch Makes sense	only as a company car. Not ★★★☆☆	performance. Interior a let down 2.0 145 SE		C250 Bluetec Sport £34430 201 117 35 C250 Bluetec AMG Line £35925 201 117 35
VENGA 5dr mpv Versatil high price disappoint		200h S 200h SE	£21245 134 82 19 £22745 134 94 19	2.0 145 SE Nav 2.0 145 SE-L	£20495 143 129 18 £20795 143 129 16	C300 Bluetec Hybrid SE £35045 201 94 - C300 Bluetec Hybrid Sport £37040 201 94 -
1.4 89 1 ISG 1.4 89 1 Air ISG	£11995 89 130 8 £12795 89 130 8	200h Luxury	£24245 134 94 19 £24745 134 94 20	2.0 145 SE-L Nav 2.0 165 Sport Nav	£21495 143 129 16 £24595 162 135 19	C-CLASS 5dr estate Decent practicality and fantas-
1.4 89 SR7 ISG 1.4 89 2 ISG 1.6 123 3 ISG	£13595 89 130 9 £13895 89 130 9	200h Premier	£26995 134 94 20 £29745 134 94 21	2.2D 150 SE 2.2D 150 SE Nav	£22295 148 108 21 £22995 148 108 21 £23295 148 108 19	tic interior - but only okay to drive ★★★☆  C200 Bluetec AMG Line £33675 134 102 25  C200 Bluetec SE £30185 134 102 25
1.6 123 2 auto 1.6 123 3 auto	£16190 123 139 13 £15810 123 154 11 £17290 123 154 11	ing. Needs a better diesel	<b>★★★☆☆</b>	2.2D 150 SE-L Nav 2.2D 150 Sport Nav	£23995 148 108 19 £26395 148 108 21	C200 Bluetec Sport £32180 134 102 25 C200 SE £28470 181 128 31
1.4 CRDi 89 2 1.4 CRDi 89 SR7	£15195 89 119 10 £14895 89 119 10	250 Luxury		2.2D 175 Sport Nav  6 5dr tourer A compelling mix	£26795 173 119 23	C220 Bluetec SE £30980 168 108 31 C250 Bluetec SE £33635 201 117 35
1.6 CRDi 114 3 ISG 1.6 CRDi 114 4 ISG	£17475 114 117 14 £18570 114 117 14	250 Premier 300h SE	£35495 204 213 34 £28995 217 99 31	performance. Interior a let down 2.0 145 SE-L Nav	★★★★☆ £22425 143 129 16	C63 AMG         £61000         469         196         47           C63 AMG S         £67750         503         196         47
CARENS 5dr mpv Nicely class leader	****	300h Luxury 300h F Sport	£30995 217 103 32 £32495 217 109 32	2.0 165 Sport Nav 2.2D 150 SE Nav	£25395 162 135 19 £23795 148 116 21	C200 Sport £30465 181 128 31 C200 AMG Line £32090 181 128 31
1.7 CRDi 3 Sat Nav ISG 1.6 GDi 1 ISG 1.6 GDi 2 ISG	£25250 136 132 16 £18195 133 149 13 £19600 133 149 13	GS 4dr saloon Refreshing	£36750 217 109 33 y different, but lacks a diesel	2.2D 175 Sport Nav 2.0 145 SE-L 2.2D 150 SE	£27595 173 119 23 £21725 143 131 16 £23095 148 116 21	C220 Bluetec Sport         £32975         168 108 31           C220 Bluetec AMG Line         £34470         168 108 31           C250 Bluetec Sport         £35630         201 117 35
1.7 CRDi 114 1 ISG 1.7 CRDi 114 2 ISG	£19590 114 124 12 £20995 114 124 12	300h SE			£24095 148 116 19 £24795 148 116 19	C250 Bluetec AMG Line £37125 201 117 35  E-CLASS 4dr saloon A return to the old Merc quali-
1.7 CRDi 134 2 Au 1.7 CRDi 134 3 ISG	£22400 136 159 16 £24300 136 132 16	300h F Sport 300h Premier	£41745 179 115 33 £43745 179 113 33	2.2D 150 Sport Nav CX-5 5dr 4x4 Superb diesel e	£27195 148 116 21 ngine mated to above	ties. Refined and relaxing ★★★☆ E300 Bluetec Hybrid AMG Sport £42375 204 109 43
ty. Looks decent too	****	450h Luxury 450h F Sport	£45495 338 141 42 £51495 338 145 42	average package 2.0 Skyactiv-G 165 SE-L Nav	★★★☆ £22995 162 139 15	
1.7 CRDI 4 2WD ISG 2.0 CRDI KX-1 4WD 1.6 GDI 1 2WD	£25000 114 143 14 £21500 134 149 16 £17500 133 158 14		£51495 338 141 42 luxury barge with a huge kit ★★★☆☆	2.2D Skyactiv-D 150 SE-L Nav	£25395 162 139 16 £24795 148 119 18 £26395 148 119 20	E200 AMG Line         £36850         181 142 37           E250 SE         £35470         208 138 38           E250 AMG Line         £37980         208 142 39
1.6 GDI 2 2WD ISG 1.7 CRDI 1 2WD ISG		460 Luxury	£71995 382 249 48	2.2D Skyactiv-D 150 Sport Nav 2.2D Sky-D 150 SE-L Nav AWD	£27195 148 119 19	E63 AMG £74115 549 230 47
1.7 CRDI 2 2WD ISG 1.7 CRDI 3 2WD ISG	£21200 114 135 13 £23100 114 143 13	600h L Premier 600h L Premier Night View	£99995 439 199 50 £101510 439 199 50	2.2D Sky-D 175 Sport Nav AWD 5 5dr mpv Functional seven-se	£29395 173 136 21 eater, but not unpleasant	E220 Bluetec SE £34270 168 120 34 E220 Bluetec AMG Line £36765 168 129 35
1.7 CRDi 3 SatNav 2WD ISG 2.0 CRDi KX-2 4WD	£23600 134 149 17		***	to drive. Lots of kit 2.0 150 Sport Venture	★★★☆ £20495 148 159 16	
2.0 CRDi KX-3 4WD 2.0 CRDi KX-3 4WD nav 2.0 CRDi KX3 4WD sn au	£25500 134 156 17 £26300 134 156 17 £27610 134 183 17	300h S 2WD	£29495 195 116 29	1.6D 115 Sport Venture  MX-5 2dr open The old recipe low-cost and pretty. As it should	- but done better. Lean,	E350 Bluetec AMG Line £41210 248 154 44  E-CLASS 5dr estate A return to the old Merc qualities. Refined and relaxing ★★★☆
2.0 CRDi 181 KX-4 4WD SORENTO 5dr 4x4 Rout	£28200 134 158 19	300h Luxury	£34495 195 121 31 £36995 195 121 32	1.5i Sport Nav	£22445 129 139 - £18495 129 139 -	E220 Bluetec AMG Line £38555 168 135 35 E220 Bluetec SE £36060 168 133 34
but you know where you stan 2.2 CRDi KX-1	nd with it ★★★☆ £28795 197 149 24	300h Premier  RX 5dr 4x4 Low flexibility,		1.5i SE-L Nav	£19245 129 139 - £19845 129 139 -	E250 AMG Line £39770 208 147 39 E250 CDI AMG Line £41250 201 145 40
2.2 CRDi KX-2 2.2 CRDi KX-3	£35845 197 161 26		£44495 245 145 40		£21845 129 139 - £20095 153 £20695 153	E250 SE £37275 208 144 38
2.2 CRDi KX-4	£41000 197 177 28	450h F Sport 450h Premier	£48495 245 145 41 £51995 245 145 42 £55495 245 145 41	2.0i Sport	£20695 153 £22695 153 £23295 153	E300 BlueTEC Hybrid SE £41670 201 119 44 E350 Bluetec AMG Line £43015 248 159 44
	centric looks, sharp handling	. RC-F 2dr coupé An also-r naturally-aspirated V8 is easy	an in the segment, although	MCLAREN	EE3E73 133	E63 AMG £75905 549 234 47 E63 AMG \$ £85900 582 234 47
2.0 Street 2.0 Clubsport	£49980 237 185 - £59755 237 185 -	5.0 V8	£59995 471 251 48	car the 12C should have been	****	<b>E-CLASS 2dr coupé</b> A return to the old Merc qualities. Refined and relaxing $\star \star \star \star \star \star$
2.0 Superlight 2.0 ABT Sp.line 300	£79305 237 185 - £59755 296 189 -	LOTUS	te ear Creat sharris and	3.8 V8 650S SPIDER 2dr open	£195250 641 - 50 More of the same	E200 AMG Line £38635 181 140 39 E400 AMG Line Plus £46425 329 176 45 E220 Bluetec SE £36615 168 123 38
LAMBORGHINI Huracan 2dr coupé A	supercar to its hones, but th	ELISE 2dr open Pure sport steering, low running costs	<b>★★★★☆</b>	although noisier – and better for 3.8 V8 P1 2dr coupé Other-worldly. A	£215250 641 - 50	E220 Bluetec SE
flaws are just as obvious 5.2 V10 LP 610-4	★★★★☆ £180720 601	1.6 1.6 Sport	£29050 134 149 43 £30650 134 149 43	hypercar history as the F1	****	E350 Bluetec AMG Line £42625 228 149 46 E-CLASS CABRIOLET 2dr open Nice cabin, but
AVENTADOR 2dr coupé not perfect	<b>★★★★☆</b>	EXIGE 2dr coupé Sharp,		MERCEDES-BENZ		ride isn't great. Six-pot engines best ★★☆☆ E200 AMG Line £42005 181 146 42
6.5 LP700-4	£242280 690 398 -	Unforgiving on road 3.5 V6 S  EVORA 2dr coupé Sublim	★★★★☆ £54610 345 236 47		****	E400 AMG Line Plus £49795 329 185 48 E220 Bluetec SE £39985 168 127 41 E220 Bluetec AMG Line £42810 168 134 42
DEFENDER 3dr 4x4 An road, crude on it	institution. Unbeatable off  ★★☆☆	and sweet handling 3.5 V6	★★★★☆ £53080 276 217 50	A250 Engi'red by AMG 4MATIC	£30910 208 154 34	
90 2.2D Hard Top 90 2.2D S'Wagon	£23100 120 266 - £25265 120 269 25	3.5 V6 +2	£54980 276 217 50 £58850 276 217 50	A180 Sport	£21840 121 133 18	S-CLASS 2dr coupé Heavyweight contender. Continent smothering luxury ***
90 2.2D County 90 2.2D XS S'Wagon	£27305 120 269 25 £30505 120 269 26	3.5 V6 S +2		A250 Engineered by AMG Sport		\$63 AMG £125605 577 237 50
DEFENDER 5dr 4x4 An road, crude on it	****	3.5 V6 S Sp. Racer  MASERATI	£66850 345 229 50	A180 CDI SE auto		S-CLASS 4dr saloon Still the best luxury car in the
110 2.2D Hard Top 110 2.2D County Utility Wag 110 2.2D Utility Wagon	on £29550 120 295 -	GHIBLI 4dr saloon Classi polished than a 5-Series	y and entertaining but less ★★★☆	A180 CDI Sport A180 CDI AMG Sport A200 CDI Sport	£22785 107 102 16 £24035 107 105 16 £23860 134 118 20	
110 2.2D S'Wagon 110 2.2D S'Wagon 110 2.2D County	£27620 120 295 27 £27620 120 295 27 £29550 120 295 28	3.0 V6	£53575 325 223 50 £64720 404 242 50	A200 CDI AMG Sport	£25110 134 121 21	\$400 Hybrid L SE Line £70935 328 147 49 \$400 Hybrid L AMG Line £74930 328 153 49
110 2.2D XS S'Wagon 110 2.2D XS Utility Wagon	£33405 120 295 28 £32405 120 295 -	3.00 V6  QUATTROPORTE 4dr sa	£49160 271 158 50 aloon Not quite as sophisti-	B-CLASS 5dr hatch A slight practical and classy	ly odd prospect, but ★★★☆☆	\$600 L AMG Line £140615 523 259 50 \$63 AMG L £119845 577 237 50
off and on-road ability	ne best compromise between ★★★☆	cated as it might have been. 3.0 V6 S	£81555 404 242 50		£21500 120 129 16 £22225 120 129 16	Maybach \$600 £165700 501 274 50
3.0 SDV6 255 GS 3.0 SDV6 255 XS	£40005 252 213 39 £46865 252 213 40	3.0D V6	£109625 523 274 50 £69235 271 164 50	B200 SE	£22575 154 130 16	\$300 Bluetec Hybrid L AMG Line £72260 204 120 49 \$350 Bluetec AMG Line £67940 254 151 50 \$350 Bluetec L SE Line £66910 254 148 50
3.0 SDV6 255 HSE  DISCOVERY SPORT 50  compact seven-seater		GRANTURISMO 2dr cou soundtrack, average chassis 4.2 V8		B200 Sport B200 AMG Line B180 CDI SE ECO	£24595 154 130 16	\$350 Bluetec L SE Line         £66910         254 148 50           \$350 Bluetec L AMG Line         £70940         254 154 50           \$CLS 4dr saloon         Saloon-like practicality, coupe-like
2.2 SD4 190 SE 2.2 SD4 190 SE Tech	£32395 188 162 28 £33895 188 162 28	4.7 V8 Sport 4.7 V8 MC Stradale	£90810 453 331 50 £110135 453 360 50	B180 CDI SE B180 CDI Sport	£22575 108 108 15 £23170 108 108 15	rewards ★★★☆ 400 AMG Line £55855 328 170 50
2.2 SD4 190 HSE	£37595 188 162 31				£24465 108 108 15	

#### WHAT'S COMING WHEN **Smart Forfour Brabus** Already spotted in testing, the Brabus-tuned version of Smart's Forfour is expected to get up to 115bhp from its 0.9-litre three-cylinder petrol engine. Other changes will give the Forfour a more sporting exterior, while

#### modifications to the car's chassis and cabin are also

**Price** £15,000 (est)

SUMMER Aston Martin Vantage GT12, Audi A8 Sport, 07, BMW 3 Series facelift, Cadillac CTS-V, Chevrolet Volt, Citroën Berlingo Multispace, Ferrari 488 GTB, Ford Edge, Honda Civic Type R, HR-V, Jazz, **Lamborghini** Huracan Spider, Aventador Superveloce, **Land** Rover Range Rover SVAutobiography, Lotus Evora 400, Mazda MX-5, McLaren 675LT, P1 GTR, Mercedes-Benz GLE, GLE Coupé, Mercedes-Maybach S600, Mitsubishi L200, Peugeot 2008 facelift, Porsche 911 GT3 RS, Boxster facelift, Boxster Spyder, Renault Kadjar, Toyota Mirai, Avensis facelift, Volkswagen Passat GTE, Passat Alltrack, Passat Bluemotion

expected. Rivals include the 1.4-litre Fiat 500 Abarth.

#### AUTUMN/WINTER

Alpina D3 Biturbo, Audi A4, Alfa Romeo Giulia, Bentley Grand Convertible. BMW X1. Elemental RP1. Ford Ka. EcoSport. Honda NSX. Hyundai ix 20 facelift. Santa Fe facelift. Tucson. Jaquar XF. F-Type SVR, **Jeep** Grand Cherokee facelift, **Kahn** Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Mercedes-Benz A-Class facelift, G500 4x4, GLC, Mercedes-AMG C63 Coupé, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Subaru Levorg, Tesla Model X, Toyota Prius, Vauxhall Astra, Volkswagen Golf GTE, Transporter, Touran, Vuhl 05

Alpina B7. Alpine sports car. Bentley Bentayga, EXP 10 Speed 6. BMW 1 Series saloon, M2, Borgward SUV, Cadillac CT6, Chevrolet Camaro, Detroit Electric SP:01, Ferrari FF facelift, F12 Speciale, 488 Spider, Fiat 124 Spider, Ford Focus RS, GT, Hyundai i20 Active, i20 1.0, Infiniti Q30, QX30, Kia Sportage, Jaguar F-Pace, Land Rover Range Rover Evoque Cabriolet, Lotus 3-Eleven, Maserati Alfieri, Levante, Mercedes-Benz S-Class Cabriolet, Mercedes-AMG GT3, Mercedes-Maybach S-Class Pullman, Mini Countryman, Morgan EV3, Nissan Juke, Porsche Panamera facelift, Renault Mégane, Rolls-Royce Dawn, Seat Leon SUV, Skoda Roomster, Volkswagen Tiguan

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#### McLaren 570S Spider

2017

Swelling McLaren's Sports Series range will be an open-top variant of the 570S, which will receive a folding hard-top roof. It will keep the twin-turbo 3.8-litre engine from the coupé and should come with the same 562bhp and 443lb ft. Despite a slightly increased weight, expected to be around 1350kg, it will be capable of matching the coupé to 62mph. Price £165,000 (est)

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Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO_2 g/km Insurance group
220 BlueTec AMG Line 350 BlueTec AMG Line	£46500 175 129 44 £49950 254 - 46		£22755 141 119 20	1.5 dCi 110 N-tec 1.5 dCi 110 N-tec +	£23450 109 99 14 £24000 109 99 14	2.0 BlueHDi 150 Allure 2.0 BlueHDi 150 GT Line	£22845 148 105 24 £24395 148 105 26	3.0 V6 4S 3.0 V6 S E-hybrid	£86775 414 211 46 £84456 410 71 50	MEGANE CC2dr cc Not mu 1.4 TCe short on pace	ıch fun to drive. Nice cabin, ★★☆☆
CLS 5dr shooting brake S coupé-like rewards 63 AMG S	****	MITSUBISHI  5 dr hatch Electric city tran	sport. Fun. quirky but	1.5 dCi 110 Tekna 1.6 dCi 130 Tekna X-TRAIL 5dr 4x4 Sleek, Oas	£26800 128 115 19	2.0 BlueHDi 180 GT 508 4dr saloon Competent a although lacks any real spark	£26845 178 107 29 and likeable package,	3.6 V6 4 PDK	£68169 306 206 47	1.2 TCe 130 Dyn'que TomTom 1.2 TCe 130 GT Line TomTom 1.5 dCi 110 Dyn'que TomTom	£23800 118 169 19 £25300 118 169 19 £24545 109 124 17
220 BlueTec AMG Line 350 BlueTec AMG Line GLA 5dr 4x4 Not the most of	£48080 175 129 44 £51400 254 162 47	ludicrously expensive MIEV Keiko MIRAGE 5dr hatch Straigl	★★★☆ £28554 63 0 27	easy win if you require seven se 1.6 dCi Visia 2WD 1.6 dCi Acenta 2WD		2.2 HDi 200 GT 1.6 e-HDi 115 Active Nav	£30645 201 140 37 £22195 113 109 24 £24295 113 111 25	4.8 V8 Turbo PDK 4.8 V8 Turbo S PDK	£108931 493 242 50 £132077 562 242 50	1.6 dCi 130 Dyn'que TomTom 1.6 dCi 130 GT Line TomTom SCENIC 5dr mpv Still a clas	£25045 109 124 17 £26545 109 124 17
good looking and very decent t GLA250 AMG Line 4Matic	o drive ★★★☆ £31295 208 154 34	for the likes of us 1.0 70 MIVEC 1	★★★☆☆ £9054 70 96 15	1.6 dCi Acenta 4WD 1.6 dCi n-tec 2WD	£26695 128 139 20 £27645 128 129 19	2.0 HDi 140 Active Nav 2.0 HDi 140 Allure Nav	£22595 140 115 27 £24695 140 119 28	CAYENNE 5dr 4x4 Classy int fun. Hybrid not entertaining	erior and mostly good ★★★☆	equipped 1.2 TCe 130 Dyn. TomTom XMOI	★★★☆ D £22405 113 140 18
GLA45 AMG 4MATIC GLA200 CDI Sport GLA200 CDI Sport 4Matic	£44600 354 175 - £26265 134 119 25 £29215 134 119 25	1.2 79 MIVEC 2 1.2 79 MIVEC 3 ASX 5dr hatch Engine sets	£12054 79 100 18	1.6 dCi n-tec 4WD 1.6 dCi Tekna 2WD 1.6 dCi Tekna 4WD		2.0 BlueHDi 150 Allure Nav 2.0 HDi 163 Allure Nav auto 2.0 HDi Hybrid4 Allure Nav	£25795 148 101 30 £26595 161 140 30 £31995 200 91 36	3.6 V6	£50271 296 215 -	1.2 TCe 130 Dyn'que TomTom S 1.6 WT 110 Expr.+ XMOD 1.6 WT 110 Dyn'que TomTom	£20905 113 140 18 £18165 109 178 19 £19365 109 174 19
GLA200 CDI AMG Line GLA200 CDI 4Matic AMG Line	£27210 134 119 25 £30215 134 119 25	otherwise unexceptional 1.6 2 2WD	★★★☆☆ £15184 115 137 13	<b>370Z 2dr coupé</b> Great engi Lots of road noise	ne and poised handling. ★★★☆☆	<b>508 SW 5dr estate</b> As good looking	d as saloon, only better  ★★★☆	3.6 V6 GTS 4.8 V8 Turbo	£73448 414 234 - £94729 513 267 50	1.6 VVT 110 Dyn TomTom XMOD 1.2 TCe 115 Dyn. TomTom S-S	£20555 113 135 18
GLA220 CDI Sport 4Matic GLA220 CDI AMG Line 4Matic G-CLASS 5dr 4x4 Massive	£30645 168 129 28 £31645 168 129 29 ely expensive and compro-	1.6 3 2WD 1.8 Did 3 2Wd 1.8 Did 4 4Wd			£27445 323 248 46	1.6 e-HDi 115 Active Nav 1.6 e-HDi 115 Allure Nav 2.0 BlueHDi 150 Allure Nav	£25695 113 112 25 £27195 148 102 30	4.2 V8 S Diesel		1.2 TCe 115 Dyn TomTom XMOD 1.5 dCi 110 Dyn. TomTom S-S 1.5 dCi 110 Expr.+ XMOD	£21395 109 105 19 £19945 109 128 19
mised, but with character to sp G350 BlueTEC G63 AMG	are ★★★☆ £86445 208 295 - £129665 537 322 -	2.2 DiD 4 4WD auto SHOGUN 5dr 4x4 Has its a finesse, but still charming		GT-R 2dr coupé A benchman power, sensational value 3.8 V6 2014 MY	****	2.0 HDi 140 Active Nav 2.0 HDi 140 Allure Nav 2.0 HDi 163 Allure Nav auto	£23795 140 120 27 £26095 140 125 28 £27995 161 144 30	SAVVY 5dr hatch Compromis the saving	e in quality isn't worth	1.5 dCi 110 Dyn TomTom XMOD 1.6 dCi 130 Dyn. TomTom S-S 1.6 dCi 130 Dyn TomTom XMOD	£21395 109 105 19 £22495 128 114 23 £22495 128 114 24
GL-CLASS 5dr 4x4 Decen size. Nice cabin, too	t on road and off despite its ★★★☆	3.2 Di-DC SG2 3.2 Di-DC SG3 auto	£29544 197 213 32 £34744 197 224 34 £37744 197 224 34			2.2 HDi 200 GT 2008 5dr hatch Efficient an	£32045 201 144 37 id well-mannered but	1.2 Style SATRIA NEO 3dr hatch Best	£7995 75 134 8	GRAND SCENIC 5dr mpv seats. Nice cabin and ride	As above, but with seven  ★★★☆☆
GL350 BlueTEC AMG Sport GL63 AMG SLK 2dr open Enthusiastic,		OUTLANDER 5dr 4x4 Pro although very ordinary inside	actical and efficient,  ★★★☆	M600 2dr coupé A new era Outrageous pace and handling	****	short on space and style 1.2 VTi 82 Access + 1.2 VTi 82 Active	★★★☆ £13195 81 114 10 £14295 81 114 11	1.6 GSX 1.6 Sport	£8495 111 157 19 £9495 111 157 19	1.2 TCe 130 Dyn. TomTom S-S 1.2 TCe 115 Dyn. TomTom S-S 1.6 WT 110 Dyn'que TomTom	£22125 113 140 19 £21775 113 140 19 £20590 109 178 19
all-weather roadster 200 CGI BlueEff Sport 250 CGI BlueEff Sport	★★★☆ £34750 181 158 41 £38710 201 169 44		£33304 200 44 26 £37954 200 44 27 £40054 200 44 24	4.4 V8 PEUGEOT	£200000 650	1.2 VTi 82 Allure 1.6 VTi 120 Allure 1.6 VTi 120 Feline Calima	£15595 81 114 11 £16750 118 135 20 £18150 118 135 19	GEN-2 4dr saloon Hugely dis ★☆☆☆ 1.6 Persona ecoLogic		1.5 dCi 110 Dyn. TomTom S-S 1.6 dCi 130 Dyn. TomTom S-S KADJAR 5dr mpv A Qashqa	£22615 109 105 19 £23715 128 114 24
350 CGI BlueEff Sport SLK55 AMG	£44610 302 167 45 £55350 416 195 47	2.0 PHEV GX5h 2.0 PHEV GX5hs	£42954 200 44 28 £45054 200 44 24	ION 5dr hatch Good electric expensive	***	1.6 VTi 120 Feline Mistral S-S 1.4 HDi 70 Access + 1.4 HDi 70 Active	£18450 118 135 19 £14495 67 104 10	GEN-2 5dr hatch Hugely disa ★☆☆☆☆	ppointing despite price	prices make it a fine alternative 1.2 TCe 130 Expr. +	
SLK250 CDI SLK250 CDI AMG Sport SL 2dr open Big, luxurious a	£33150 201 132 42 £37150 201 132 43 and classier than a royal	2.2 DI-D GX3 4WD 2.2 DI-D GX4 4WD	£26784 148 140 23 £30684 148 140 24	63 66 UK drive 108 3dr hatch Sister car to	£26216 63 0 28 the Aygo. And distant	1.6 e-HDi 92 Active S-S 1.6 e-HDi 92 Active EGC S-S	£15595 67 104 10 £16245 91 103 17 £16845 91 98 17	1.6 GSX ecoLogic	£9195 74 164 10 £11195 110 170 16	1.2 TCe 130 Dyn'que Nav 1.2 TCe 130 Dyn'que S Nav 1.2 TCe 130 Signature Nav	£20495 118 £21695 118
stud farm. Merc at its best. SL400 AMG Sport SL500 AMG Sport	★★★★ £72505 329 178 50 £81920 429 212 50	2.2 Di-D GX4s 4WD Au  MORGAN	£34234 148 153 22	second to most city car rivals 1.0 Access 1.0 Active		1.6 e-HDi 92 Allure S-S 1.6 e-HDi 92 Feline Calima 1.6 e-HDi 92 Feline Mistral	£17745 91 103 18 £19145 91 103 17 £19445 91 103 17	RADICAL SR3 2dr coupé Spectacular or on the way home		1.5 dCi 110 Expr. + 1.5 dCi 110 Dyn'que Nav 1.5 dCi 110 Dyn'que S Nav	£19895 108 £21595 108 £22395 108
SL63 AMG SL65 AMG	£112520 557 231 50 £170825 621 270 50	3 WHEELER Odr open Ec and not a little special	****	1.0 Active Top 1.0 Active S-S	£10595 68 95 7 £9845 68 88 6	1.6 e-HDi 115 Allure S-S 1.6 e-HDi 115 Feline Calima SS	£18345 113 105 20 £19745 113 105 20		£69850 245	1.5 dCi 110 Signature Nav 1.6 dCi 130 Dyn'que Nav	£23595 108 £22795 128
AMG GT 2dr coupé Clever for the SLS. Different, but very 4.0 V8	good ★★★★☆ £97200 456 216 50	1.9 115 Bespoke 1.9 115 Superdry	£34000 115 £34995 115	1.0 Active S-S Top 1.2 VTi Allure 1.2 VTi Allure Top		1.6 e-HDi 115 Feline Mistral S 3008 5dr mpv Good handlin tailgate a useful touch	****	TWIZY 2dr hatch Zany solution Suitably irreverent and impractical	on to personal mobility. al ★★★☆☆	1.6 dCi 130 Dyn'que Nav 4WD 1.6 dCi 130 Dyn'que S Nav 1.6 dCi 130 Dyn' S Nav 4WD	£24295 128 £23595 128 £25095 128
4.0 V8 S CL 2dr coupé Comfortable t sports car	£110500 503 219 50 big coupe. More GT than	AERO SUPERSPORTS 2 kerbside status, but pricey 4.8 V8	dr open Has pace and  ★★☆☆  £126900 390 269 -	1.2 VTi Feline 108 5dr hatch Sister car to second to most city car rivals		2.0 HDi 163 Allure Au 1.6 VTi 120 Access 1.6 VTi 120 Active	£25050 161 145 23 £17550 118 155 17 £19250 118 155 17		£7595 17 0 11	1.6 dCi 130 Signature Nav 1.6 dCi 130 Signature Nav 4WD	£24795 128 £26295 128
CL500 CL63 AMG	£95545 429 227 50 £118885 536 244 50	4-4 2dr open Has its appeadrive	I, but not so rewarding to  ★★☆☆☆	1.0 Active 1.0 Active Top	£9995 68 95 6 £10995 68 95 7	1.6 VTi 120 Allure 1.6 THP 156 Allure	£21200 118 155 17 £22050 154 154 23	solution. Attractive price Expr.	★★★☆ £18443 87 0 15	ROLLS-ROYCE GHOST 4dr saloon The best	
CL65 AMG  M-CLASS 5dr 4x4 Roomy, proper Merc SUV	****	finesse, but still charming	£31500 110 ppeal. Needs more chassis  ★☆☆☆	1.0 Active S-S 1.0 Active S-S Top 1.2 VTi Allure	£11245 68 88 7	1.6 HDi 115 Access 1.6 HDi 115 Active 1.6 HDi 115 Allure	£19345 113 125 18 £20795 113 125 18 £22745 113 127 18		£20043 87 0 16	Fabulously indulgent 6.6 V12 6.6 V12 EWB	★★★☆ £200500 563 317 - £230000 563 317 -
ML350 BlueTEC SE Exec ML63 AMG ML250 BlueTEC SE Exec	£87005 536 276 50	2.0 2 Seater 2.0 4 Seater ROADSTER 2dr open Mor	£40200 145 172 -	1.2 VTi Allure Top 1.2 VTi Feline 208 3dr hatch Big improver	£12345 81 99 11	1.6 e-HDI 115 Access EGC 1.6 e-HDI 115 Active EGC 1.6 e-HDI 115 Allure EGC			£11695 89 99 8	PHANTOM 4dr saloon Oputag. Benchmark ride quality 6.8 V12	llence befitting the price  ★★★☆  £285200 453 347
ML250 BlueTEC AMG Line ML350 BlueTEC AMG Line	£50850 201 165 38 £54000 254 189 43	needs better brakes 3.7 V6 4 Seater	★★☆☆☆ £51000 280	supermini class 1.0 VTi Access	★★★☆ £10195 67 99 5	2.0 HDi FAP 150 Active 2.0 HDi FAP 150 Allure	£21900 148 139 24 £23850 148 139 22	1.0 SCe 70 Play 1.0 SCe 70 Dyn'que S-S	£9995 69 105 3 £10995 69 95 3	6.8 V12 EWB PHANTOM 2dr coupé Opul	£336700 453 380 - lence befitting the price
V-CLASS 5dr mpv Expens With matching price tag V220 SE	★★★☆☆ £41845 161 149 -	3.7 V6 PLUS EIGHT 2dr open OI requires oodles of cash	<b>★★★☆☆</b>	1.0 VTi Access + 1.0 VTi Active 1.2 VTi Access +	£12395 67 99 6 £11945 81 104 8	2.0 HDi Hybrid 4 Active 2.0 HDi Hybrid 4 Allure 5008 5dr mpv Well resolved	£28245 197 99 31	0.9 TCe Expr.+	★★★☆☆ £14295 89 115 9	tag. Benchmark ride quality 6.8 V12 PHANTOM 2dr open Opule	★★★★☆ £313200 453 377 - ence befitting the price tag.
V220 Sport V220 Extra Long SE V220 Extra Long Sport	£44340 161 149 - £43380 161 149 - £45875 161 149 -	4.8 V8 NISSAN	£85200 367	1.2 VTi Active 1.2 VTi Allure 1.2 VTi Style	£14295 81 104 8	useful 7-seat interior 1.6 VTi 120 Access 1.6 VTi 120 Active		0.9 TCe 90 Dyn'que Media Nav 0.9 TCe 90 Dyn'que S Media N 1.2 TCe 120 Dyn'que Media N	£16795 89 115 10	Benchmark ride quality 6.8 V12 Drophead WRAITH 2dr coupé	★★★☆ £332400 453 377 -
V250 SE V250 Sport	£43520 161 157 - £46015 161 157 -	MICRA 5dr hatch Low runn average overall	ing costs but below  ★★☆☆  £10295 79 115 6	1.6 THP 156 XY 1.6 THP 200 GTi	£18150 154 135 26 £19100 197 139 30	1.6 THP 156 Allure 1.6 e-HDi 115 Access EGC	£23750 154 163 19 £21895 113 113 16	1.2 TCe 120 Dyn'que S MediaN 1.5 dCi 90 Expr.+	£19195 118 125 15 £15995 89 95 11	6.6 V12 SEAT	£230320 642 327 50
V250 Extra Long SE V250 Extra Long Sport	£45055 161 157 - £47550 161 157 -	1.2 Visia 1.2 Acenta 1.2 Tekna	£11945 79 115 7 £13345 79 115 7	1.4 HDi Active 1.4 HDi Style	£14195 67 98 11 £14945 67 98 10		£25295 113 126 16 £21045 113 124 16	1.5 dCi 90 Dyn'que Media Nav 1.5 dCi 90 Dyn'que S Media N CLIO 5dr hatch Attractive, nic	£18495 89 95 12 e to drive and practical.	MII 3dr hatch Predictably no Up. Cheaper, though	****
MG MG3 5dr hatch Neatly tune mini. Flaws covered up by price		1.2 DIG-S Visia 1.2 DIG-S Acenta 1.2 DIG-S Tekna	£12045 97 95 10 £13045 97 99 10 £14445 97 99 11	1.6 e-HDi 92 Allure	£15595 91 95 17 £16245 91 95 17 £17895 91 95 16	1.6 HDi 115 Allure	£24550 113 135 16	1.2 TCe 120 GT-Line EDC	★★★★☆ £17725 118 120 14 £20295 197 144 29	1.0 60 S 1.0 60 S AC 1.0 60 SF	£8195 59 105 1 £8705 59 105 1 £9630 59 105 1
1.5 3Time 1.5 3Form 1.5 3Form Sport	£8399 105 136 4	JUKE 5dr hatch High-ridin ling package. High CO2	g, funky hatch is a compel-	1.6 e-HDi 115 XY 208 5dr hatch Big improve	£18545 113 99 20 ment for Peugeot, if not the	2.0 HDi 163 Active auto	£24950 161 149 20 £25550 148 140 20	1.2 75 Expr. 1.2 75 Expr. +	£11145 75 127 7 £12675 75 127 8 £13675 75 127 8	1.0 60 Toca 1.0 60 Ecomotive	£9995 59 105 1 £9530 59 96 1 £10760 74 105 2
1.5 3Style MG6 4dr saloon Good dyna	£9999 105 136 4	1.2 DIG-T Acenta Premium	£16720 114 129 12	1.0 VTi Access	£10795 67 99 5	RCZ 2dr coupé Classy, intere	sting, fun coupe.	0.9 TCe 90 Expr. +	£13675 89 104 9	1.0 75 Sport	£10380 74 108 2 It quite as good as the VW
and running costs 1.8T Magnette TSE 1.9 DTi Magnette TSE	★★☆☆☆ £19955 158 174 14 £21195 148 129 14	1.6 Visia 1.6 DIG-T 190 Acenta Premium 1.6 DIG-T 190 Tekna	£13620 93 138 12 £18150 188 159 21 £19200 188 159 21	1.0 VTi Active 1.2 VTi Active 1.2 VTi Access +	£12995 67 99 6 £13495 81 104 8 £12545 81 104 8	Peugeot's got its mojo back 1.6 THP 156 Sport 1.6 THP 156 GT 1.6 THP 200 GT 1.6 THP 270 R 2.0 HBi 163 Sport	£22350 154 149 27 £24750 154 149 28 £27150 197 155 34	0.9 TCe 90 Dyn'que Media Nav 0.9 TCe Eco Dyn'que Media Nav 0.9 TCe 90 Dyn'que S Media Nav	£14925 89 99 9	1.0 60 S	★★★☆ £8545 59 105 1 £9055 59 105 1
MG6 5dr hatch Good dynai and running costs 1.8 TCI GT S	*****	1.5 401 11514	210020 107 101 10	I.L VII Style	211213 01 10111	E.O IIDI 100 Sport	£32250 266 145 42 £24200 161 130 29 £26600 161 130 30	1.6 Renaultsport 200	£19145 197 144 29	1.0 60 SE	£9055 59 105 1 £9980 59 105 1 £10345 59 105 1 £9880 59 96 1
1.8 TCI GT SE 1.8 TCI GT TSE	£16955 158 174 14 £18955 158 174 14	1.5 dCi Acenta 1.5 dCi Acenta Premium 1.5 dCi Tekna NOTE 5dr hatch   It lacks a l	£18115 109 104 13 £19165 109 104 13	1.6 VTi Feline 1.4 HDi Access+	£17245 118 129 14 £13845 67 98 11	PORSCHE		1.5 dCi 90 byn que media Nav	£16225 89 83 13	1.0 75 Sport	£11110 74 105 2 £10730 74 108 2
1.9 DTI GT S 1.9 DTI GT SE 1.9 DTI GT TSE	£16995 148 129 13 £18195 148 129 14 £20195 148 129 14	the Note is entirely fit for purp 1.2 Visia	C12120 70 100 4	1 A n-Uni Activo ECC	C1E40E 47 97 11	2.7	★★★★ £40098 261 195 40		nd refined but bland. ★★★☆☆	needs a manual 1.2 12v 70 S A-C	★★★☆☆ £11410 69 125 5
MINI HATCH 3dr hatch Has mat		1.2 Acenta 1.2 Acenta Premium	£13525 78 109 6 £14465 78 109 6 £14625 97 99 10	1.6 e-HDi 92 Style 1.6 e-HDi 92 Allure	£16195 91 95 17 £16645 91 95 17 £18695 113 99 19	3.4 S 3.4 GTS CAVMAN 2dr couné Roof se	£48553 311 211 43 £54567 326 211 44	1.2 TCe 130 GT Line TomTom EDC 1.2 TCe 115 Expr.+ S-S 1.2 TCe 115 Dyn' TomTom S-S	£21470 113 119 15 £17570 113 119 14 £18570 113 119 14	1.4 85 SE 1.4 85 Toca 1.2 TSI 105 SE DSG	£12545 84 139 9 £12870 84 139 11 £14185 104 124 12
its larger footprint . A real cont 1.2 One	ender ****	1.2 DIG-S Acenta Premium 1.2 DIG-S Tekna	£15565 97 99 10 £16470 97 99 10	308 5dr hatch Thoughtfully appointed but still no class lead	developed and very well	car by any measure	****	1.2 TCe 115 GT Line S-S 1.6 110 Expr.+	£20070 113 119 15 £16750 109 159 14	1.2 TSI 105 FR 1.2 TSI 105 FR DSG	£14190 104 119 12 £15285 104 124 12
1.5 Cooper 2.0 S Cooper 1.5 D One	£18840 189 133 26 £15075 114 89 11	1.5 dCi Acenta 1.5 dCi Acenta Premium	£14130 89 92 8 £15525 89 92 8 £16465 89 92 9	1.2 PureTech 110 Active 1.2 PureTech 110 Allure	£17945 108 105 13 £19145 81 107 13	3.4 GTS 911 2dr coupé The best just g	£56092 335 211 43 ot better. Still more than	1.5 dCi 110 Expr.+ S-S 1.5 dCi 110 Dyn' TomTom S-S	£19245 109 90 17	1.4 TSI 140 ACT FR Edition 1.4 TSI 180 Cupra DSG	£15495 138 109 21 £16110 138 109 22 £18980 178 139 27
1.5 D Cooper 2.0 SD Cooper HATCH 5dr hatch Addition	£10030 114 92 10 £10655 168 106 23	LEAF 5dr hatch Comfortat	le electric car with 100	1.2 PureTech 110 Sportium 1.2 PureTech 130 Active 1.2 PureTech 130 Allure	£18695 128 107 14	worthy of its iconic status 3.4 Carrera 3.4 Carrera 4	£74204 345 211 46	1.5 dCi 110 GT Line TomTom S-S 1.6 dCi 130 Dyn' TomTom S-S 1.6 dCi 130 GT Line TomTom S-S	£19745 128 104 20	1 2 TDI 75 S A-C Ecomotive	£13305 74 102 7 £13830 74 92 7 £14360 74 92 7
Bottom line embellished never 1.2 One	theless ★★★☆☆ £14565 102 112 12	80kw Tekna 80kw Visia	020000 107 0 24	1.2 PureTech 130 GT Line	£21445 128 110 16 £24095 202 130 26	3.8 Carrera S 3.8 Carrera 4S 3.8 Turbo	£84240 395 223 47 £89325 395 233 48	1.6 dCi 130 GT Line TomTom S-S  MEGANE SPORT TOURER and refined but bland. Nothing ex	5dr estate Stylish ceptional ★★☆☆	1.6 TDI 105 SE 1.6 TDI 105 FR	£14910 104 112 14 £15910 104 112 14
1.5 Cooper 2.0 S Cooper 1.5 D One	£19440 189 136 26 £15675 94 92 11	80kw Acenta PULSAR 5dr hatch Under	£28590 107 0 23 iably fit for purpose, but its	1.6 HDi 92 Active 1.6 Blue HDi 120 Active	£16945 91 93 15 £18645 91 93 15 £19845 118 82 22	3.0 IUIUU 3	£143043 332 221 40 C10140E 440 200 40	1.2 TCe 130 GT Line TomTom EDC	C10E70 112 110 14	IBIZA 5dr hatch Sharp looks	****
1.5 D Cooper 2.0 SD Cooper PACEMAN 3dr coupé Two	£20255 168 109 23	appeal goes no deeper than the 1.2 DIG-T 115 Visia 1.2 DIG-T 115 Acenta	at ★★★☆ £15995 114 117 10 £17645 114 117 10	1.6 Blue HDi 120 Allure 1.6 HDi 115 Active 1.6 HDi 115 Allure	£21045 118 84 24 £19445 113 95 18 £20645 113 100 18	911 CABRIOLET 2dr open Still more than worthy of its icon 3 4 Carrera	The best just got better. ic status * * * * *  £82864 345 216 49	1.2 TCe 113 Byn que fomfom S-S 1.2 TCe 115 GT Line TomTom S-S 1.6 VVT 110 Expr.+ 1.6 VVT 110 Dyn'que TomTom	£21070 113 119 15 £17750 109 159 14 £18750 109 159 15	1.2 12v 70 S A-C 1.4 85 SE 1.4 85 Toca	£11960 69 125 5 £13095 84 139 9 £13420 84 139 11
too far for us. Tough to like 1.6 Cooper	★★★☆☆ C1011E 121 127 1/	1.2 DIG-T 115 n-tec	£18995 114 117 10 £20345 114 117 10	1.6 HDi 115 GT Line 2.0 Blue HDi 150 Allure	£22195 113 100 18 £21945 148 97 25	3.8 Carrera S 3.4 Carrera 4	£93129 395 228 50 £87720 345 223 49	1.5 dCi 110 Expr.+ S-S 1.5 dCi 110 Dyn'que TomTom S-S	£19245 109 90 16 £20245 109 90 17	1.2 TSI 105 SE DSG 1.2 TSI 105 FR	£14735 104 124 12 £14740 104 119 12
1.6T Cooper S 1.6T Cooper S ALL4 1.6T John Cooper Works	£23720 181 148 29 £29575 208 165 34	1.5 dCi 110 n-tec	£11090 109 94 11 £19245 109 94 11 £20595 109 94 11	2.0 Blue HDI 180 GT 308 SW 5dr estate Thoug	£25945 178 103 29 htfully developed and very	3.4 Targa 4 3.8 Carrera 4S 3.8 Targa 4S	£97985 395 235 50 £97985 395 237 50	1.6 WY 110 Expr.+ 1.6 WY 110 Dyn'que TomTom 1.5 WY 110 Dyn'que TomTom 1.5 dC 110 Expr.+ S-S 1.5 dC 110 Dyn'que TomTom S-S 1.5 dC 110 GY Line TomTom S-S 1.6 dC 130 Dyn'que TomTom S-S 1.6 dC 130 Dyn'que TomTom S-S MEGANE 3dr coupé Syylishb guise R'sport excellent	£21745 109 90 18 £20745 128 104 20 £22245 128 104 20	1.4 TSI 140 ACT FR 1.4 TSI 140 ACT FR 1.4 TSI 140 ACT FR Edition	£15835 104 124 12 £16045 138 109 21 £16660 138 109 22
1.6D Cooper D ALL4 1.6D Cooper D 2.0D Cooper SD	£21645 110 123 14 £20375 110 111 15 £23235 141 119 20	1.5 dCi 110 Tekna  OASHQAI 5dr hatch Seco  update of the first. The crossov	£21945 109 94 11 and generation a masterly er to beat *	well appointed but still no class 1.2 PureTech 110 Access 1.2 PureTech 110 Active	leader ★★★☆ £17145 108 109 13 £18845 108 109 13	3.8 Turbo S 918 SPYDER 2dr onen Por	£130148 513 231 50 £151782 552 231 50 rsche's hybrid hypercar A	MEGANE 3dr coupé Stylish b guise. R'sport excellent 1.2 TCe 130 GT Line TomTom EDC	ut average in normal  ★★★☆☆ £22245 113 119 15	1.2 TDI 75 S A-C 1.2 TDI 75 S A-C Ecomotive 1.2 TDI 75 SE Ecomotive	£13855 74 102 7 £14380 74 92 7 £14910 74 92 7
2.0D Cooper SD ALL4 COUNTRYMAN 5dr 4x4	£24535 141 126 19 Big, but still more funky	1.6 dCi 130 Tekna 4WD 1.2 DIG-T 115 Visia	£28500 128 115 19 £18265 113 129 17	1.2 PureTech 110 Allure 1.2 PureTech 130 Active	£20045 81 111 13	rare and hunely fast new five-sta	* * * * * Ishom re	1.2 TCe 115 Dyn' TomTom S-S 1.2 TCe 115 Dyn' TomTom S-S 1.2 TCe 115 GT Line TomTom S-S 1.6 VVT 110 Dyn'que TomTom	£19345 113 119 15	1 6 TDI 105 SF	£15460 104 112 14 £16460 104 112 14
than useful 1.6 One 2WD 1.6 Cooper 2WD	★★★☆ £17105 97 134 12 £18625 120 137 16	1.2 DIG-T 115 N-tec +	£19850 113 129 14 £21700 113 129 14 £22250 113 129 14	1.6 BlueHDi 120 Active	£21945 118 88 21	2.0	£41928 234 175 -	2.0T Renaultsport 275 Trophy	£28930 271 174 36	fun	<b>★★★☆☆</b>
1.6T Cooper S 2WD 1.6T Cooper S ALL4 4WD 1.6T JCW	£22005 181 139 30 £23240 181 148 28 £28985 215 165 33	1.2 DIG-T 115 Tekna 1.6 DIG-T 163 N-tec	£23800 113 129 14 £23200 161 138 14 £23750 161 138 14	1.6 HDi 115 Active 1.6 HDi 115 Allure	£20345 113 95 18 £21545 113 100 18 £17845 91 99 15	3.6 V6 Turbo	£61689 395 216 44	1.5 dCi 110 Dyn' TomTom S-S 1.5 dCi 110 GT Line TomTom S-S 1.6 dCi 130 Dyn' TomTom S-S	£20945 109 90 17 £22445 109 90 18	1.4 85 SE	£12660 69 128 5 £13795 84 139 9 £14120 84 139 11
1.6D One 2WD 1.6D Cooper 2WD	£18135 89 111 13 £19885 110 111 18	1.6 DIG-T 163 Tekna 1.5 dCi 110 Visia	£25300 161 138 14 £20015 109 99 17	1.6 HDi 92 Active 1.2 PureTech 130 GT Line	£19545 91 99 15 £22345 128 115 16	PANAMERA 5dr hatch Tec a great cabin. Soulless though	hnically brilliant and with  ★★★☆	1.6 dCi 130 GT Line TomTom S-S	£22945 129 104 20	1.2 TSI 105 SE DSG 1.2 TSI 105 FR	£15435 103 124 12 £15440 103 119 12
1.6D Cooper ALL4 4WD	£21165 110 123 16	ETMOOR UIT IJD C.I	£21600 109 99 17	I.O HUI 113 GI LINE	£23095 113 100 18	3.U VO 3	£83134 414 207 46			1.4 TSI 140 ACT FR 2015 AUTOCA	£16745 138 109 21

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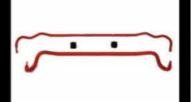
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1.2 TDI 75 S A-C		1.6 TDI 90 GreenTech SE		1.6 TDI 105 Eleg. GreenLine 1.6 TDI 105 Outdoor Eleg.		1.6 DDiS SZ5 Allgrip VITARA 5dr 4x4 Utterly w	£23549 1	18 114 19
1.6 TDI 105 SE	£15610 74 92 7 £16160 104 112 14	1.2 75 S	£16965 103 114 13 £13350 74 137 7	2.0 TDI 110 S 2.0 TDI 110 Outdoor S 2.0 TDI 110 Outdoor S AWD	£18255 109 134 14 £18255 109 134 14	Drives better than most  1.6 SZ5 AllGrip		18 123 -
1.6 TDI 105 FR TOLEDO 5dr hatch Makes pr no other lasting impression	£17160 104 112 14 actical sense, but leaves ★★★☆☆		£14140 84 119 10 £15090 84 119 10 £14390 84 114 10	2.0 TDI 110 Outdoor S 4WD 2.0 TDI 110 SE 2.0 TDI 110 Outdoor SE	£19895 109 154 14 £19765 109 134 14 £19765 109 134 14	1.6 SZ-T 1.6 SZ-T 1.6 SZ5	£15499 1	18 123 - 18 123 - 18 123 -
1.2 TSI 85 S 1.2 TSI 105 S	£14265 84 119 10 £15295 104 116 13	1.2 TSI 86 GreenTech SE 1.2 TSI 105 SE	£15340 84 114 10 £15790 104 125 13	2.0 TDI 110 Eleg. 2.0 TDI 110 Outdoor Eleg.	£21590 109 134 14 £21590 109 134 14	1.6 DDIS SZ-T 1.6 DDIS SZ5	£16999 1 £19499 1	18 106 - 18 106 -
1.4 TSI 122 SE DSG	£16515 104 118 14 £17965 120 134 17	1.2 TSI 105 Eleg. 1.2 TSI 105 GreenTech SE 1.2 TSI 105 GreenTech Eleg.	£16540 104 125 13 £16040 104 118 13	2.0 TDI 140 Outdoor SE 4WD 2.0 TDI 140 Outdoor Eleg. 4WD 2.0 TDI 140 Outdoor L&K 4WD		1.6 DDIS SZ5 AllGrip TESLA	£21299 1	18 106 -
	£17150 104 104 15 £18370 104 106 15 and handling. Back from	1.2 TSI 105 Sport 1.4 TSI 122 SE DSG	£16790 104 118 13 £15840 104 125 15 £17585 120 134 16	2.0 TDI 170 Outdoor Eleg. 4WD 2.0 TDI 170 Outdoor L&K 4WD	£27495 138 164 19 £24840 168 149 22 £27070 168 149 22	MODEL S 5dr hatch Bring critically, credibility to electric		
	£19625 108 87 14	1.4 TSI 122 Eleg. DSG 1.4 TSI 122 GreenTech SE DSG	£18335 120 134 16 £17705 120 127 18	SMART		60kWh 85kWh	£52680 24 £58680 4	45 16
1.2 TSI 110 SE	£15815 108 114 13 £16935 108 114 13 £17535 123 120 16	1.4 TSI 122 GreenTech Eleg. 1.6 TDI 105 S 1.6 TDI 105 SE	£18455 120 127 18 £16590 103 114 16 £17540 103 114 15	FORTWO 3dr hatch A better there's no new reason to buy it 0.9 90 Passion	r Fortwo than ever, but ★★★☆☆ £11720 89 97 -	85kWh Dual Motor 85kWh Performance	£62780 4 £79080 4	
1.4 TSI 150 FR	£19700 148 109 20 £20740 178 137 25	1.6 TDI 105 Eleg. 1.6 TDI 105 GreenTech SE	£18290 103 114 15 £17790 103 106 15	0.9 90 Prime 0.9 90 Proxy	£12415 89 97 - £12415 89 97 -	TOYOTA  AYGO 3dr hatch Probably	the best of its ilk	c, but we'd
2.0 TSI 280 Cupra	£25960 261 154 32 £27210 276 154 33	1.6 TDI 105 GreenTech Eleg.  RAPID SPACEBACK 5dr e		1.0 70 Passion 1.0 70 Prime	£11125 70 93 - £11820 70 93 -	still pay the premium for a VW 1.0 x	£8695 6	8 95 6
1.6 TDI CR 105 SE	£17515 104 99 13 £18635 104 99 13 £19985 148 106 19	makes most sense of Rapid's skir 1.2 TSI 105 Eleg. 1.2 TSI 105 Greentech Eleg.	£16640 104 125 14 £16890 104 118 14	1.0 70 Proxy FORFOUR 5dr hatch Four of more mainstream. Still expensive		1.0 x-play 1.0 x-pression 1.0 x-cite	£11095 6	8 95 7 8 95 7 8 95 7
2.0 TDI CR 150 FR 2.0 TDI CR 184 FR	£21530 148 106 20 £22520 181 109 26	1.2 TSI 105 Greentech SE 1.2 TSI 105 SE	£16430 104 118 15 £16180 104 125 14	1.0 70 Passion 1.0 70 Prime	£11620 70 97 - £12315 70 97 -	1.0 x-clusiv  AYGO 5dr hatch Probably t	£11395 6 he best of its ilk	8 95 7 , but we'd
the Golf's quality, but good value	****	1.2 TSI 86 Greentech S 1.2 TSI 86 Greentech SE	£14750 84 114 12 £15730 84 114 12	1.0 70 Proxy 1.0 70 Edition 1	£12315 70 97 - £13365 70 97 -	still pay the premium for a VW I	£9095 6	8 95 6
1.2 TSI 110 S	£19925 108 87 14 £16115 108 114 13 £17235 108 114 13	1.2 TSI 86 SE	£14500 84 119 11 £15480 84 119 12 £18445 120 134 18	0.9 90 Passion 0.9 90 Prime 0.9 90 Proxv	£12215 89 99 - £12910 89 99 - £12910 89 99 -	1.0 x-play 1.0 x-pression 1.0 x-cite	£11495 6	8 95 7 8 95 7 8 95 7
1.4 TSI 125 SE	£17835 123 120 16 £20000 148 109 20	1.4 TSI 122 Greentech SE DSG 1.4 TSI 122 G'tech Eleg. DS	£18105 120 127 18 £18565 120 127 18	0.9 90 Edition 1	£14315 89 99 -	1.0 x-clusiv YARIS 3dr hatch Good spa	£11795 6	8 95 7
2.0 TDI CR 184 FR	£21040 178 137 25 £22820 181 109 26	1.4 TSI 122 SE DSG 1.6 TDI 105 Eleg.	£17985 120 134 17 £18390 103 114 16	SSANGYONG KORANDO 5dr hatch Good		class leader 1.0 VVT-i Active	★★★☆ £10995 6	<b>☆</b> 8 99 4
1.6 TDI CR 105 S	£27510 276 154 33 £17815 104 99 13 £18935 104 99 13	1.6 TDI 105 Greentech Eleg. 1.6 TDI 105 Greentech SE 1.6 TDI 105 S	£18640 103 106 16 £18180 103 106 16 £16950 103 114 15	class standards 2.0d SE 2WD 2.0d SE4 4WD	★★☆☆☆ £14995 147 147 19 £16495 147 157 19	1.0 VVT-i Icon  YARIS 5dr hatch Good spa class leader		
2.0 TDI CR 150 SE	£20285 148 106 19 £21830 148 106 20	1.6 TDI 105 SE 1.6 TDI 90 GreenLine	£17930 103 114 16 £17355 89 99 14	2.0d ELX4 4WD  TIVOLI 5dr hatch Trails the	£19995 173 157 19	1.0 VVT-i Active 1.0 VVT-i Icon	£11595 6	8 99 4 8 99 5
<b>LEON 5dr estate</b> Sharp looks the Golf's quality, but good value	<b>★★★☆</b>	1.6 TDI 90 GreenTech SE	£17990 89 106 14 £17530 89 106 14	small crossover - but not by muc 1.6 D EX 4WD	£17100 113 113 -	1.33 VVT-i Icon 1.33 VVT-i Sport	£14995 9	8 114 10 8 119 10
1.2 TSI 105 SE	£16675 104 114 12 £17795 104 114 13 £20390 138 122 18		£16300 89 114 13 £17280 89 114 14 £17740 89 114 14	1.6 SE 1.6 EX 1.6 ELX	£12950 126 149 - £15600 126 149 - £16000 126 149 -	1.33 WT-i Excel 1.5 VVT-i Hybrid Icon 1.5 VVT-i Hybrid Excel	£16195 9	8 119 10 8 75 10 8 82 11
1.4 TSI 140 SE	£18845 138 122 17 £20920 108 87 14	OCTAVIA 5dr hatch Extende	ed wheelbase makes the choice ★★★☆	1.6 D SE 1.6 D EX	£14200 113 113 - £15850 113 113 -	1.4 D-4D Icon  AURIS 5dr hatch Disappoi	£15595 8	9 99 11
1.6 TDI CR 105 SE	£18810 104 99 13 £19930 104 99 13	1.6 TDI 105 SE Business 1.2 TSI 105 S	£19775 104 99 14 £16525 104 114 13	1.6 D ELX 1.6 D ELX 4WD	£17250 113 113 - £19500 113 113 -	many better rivals 1.33 VVT-i Active		9 128 7
2.0 TDI CR 150 FR	£22035 178 137 25 £22825 148 106 20 £21280 148 106 19	1.2 TSI 105 SE 1.4 TSI 140 SE 1.4 TSI 140 Eleg.	£17875 104 114 13 £19075 138 121 18 £20775 138 121 19	short work of mud. Tarmac more 2.0 SX		1.33 VVT-i Icon 1.33 VVT-i Icon plus 1.6 V-matic Icon	£18445 9	9 128 8 9 128 10 30 138 14
2.0 TDI CR 184 FR	£23815 181 112 26 £24385 148 129 19	1.8 TSI 180 Laurin & Klement 2.0 TSI 220 vRS	£26630 178 135 25 £23830 217 142 29	2.0 EX TURISMO 5dr mpv Incredib	£24495 155 196 -	1.6 V-matic Icon CVT 1.6 V-matic Icon plus	£18995 13	30 134 14 30 138 16
2.0 TDI 150 SE Tech X-Perience 2.0 TDI 184 SE Tech X-Perience	£28870 181 129 23	1.6 TDI 105 S 1.6 TDI 105 SE	£18575 104 99 13 £19925 104 99 13	huge real estate for the money 2.0D S	★★★☆☆ £17995 155 199 27	1.6 V-matic Excel 1.8 WT-i Icon Hybrid	£20645 13	30 140 14 34 84 12
ALTEA 5dr hatch Short on int visibility. Well-judged drive 1.6 TDI 105 i-Tech Ecomotive	terior flexibility and  ★★★☆☆ £15445 103 119 14	1.6 TDI 105 Eleg. 1.6 TDI 110 Greenline 1.6 TDI 110 SE Business Greenl	£21625 104 99 14 £20225 108 90 15 £20225 108 90 19	2.0D ES 2.0D EX	£19995 155 199 27 £23995 155 212 29	1.8 WT-i Icon plus Hybrid 1.8 WT-i Excel Hybrid 1.4 D-4D Active	£22890 13	34 86 14 34 91 12 19 99 10
	£16245 138 129 19	2.0 TDI 150 SE 2.0 TDI 150 SE Business	£20535 148 106 19 £20535 148 106 20	SUBARU FORESTER 5dr 4x4 Solid, s	pacious and willfully	1.4 D-4D Icon 1.4 D-4D Icon plus	£18995 8	9 103 10 19 103 10
ALHAMBRA 5dr mpv Practi	£16965 138 129 19 cal, refined and good ★★★★☆	2.0 TDI 150 Laurin & Klement	£22525 148 106 20 £26465 148 107 22 £24075 181 115 26	2.0i XE 2.0i XE Premium		1.4 D-4D Excel  AURIS 5dr estate Nothing exceptional. Good spec		
value. Not exciting 2.0 TDI 140 Ecomotive S 2.0 TDI 140 Ecomotive SE	£25630 138 146 18	2.0 TDI 184 vRS  OCTAVIA 5dr estate Extend  Octavia an even more practical of	led wheelbase makes the	2.0i XT Turbo CVT 2.0d X	£30995 237 197 34 £24995 145 150 24	1.33 VVT-i Active		9 130 7
2.0 TDI 140 Eco' SE Lux	£28630 138 146 18 £30900 138 146 18	1.6 TDI 105 SE 4x4	£23880 104 119 14 £22180 104 119 13		£26995 145 156 25 £29495 145 156 25	1.4 D-4D Excel	£22595 8	9 109 10 19 112 10
		1.6 TDI 105 SE Business 1.6 TDI 110 GreenLine 1.6 TDI 110 SE Business G'line	£20580 104 99 13 £21425 108 90 15 £21425 108 90 19	enough sense	sover doesn't quite make  ★★★☆☆  £21995 148 160 21	1.6 V-matic Icon	£20095 8 £19095 13 £21745 13	30 140 14
SKODA CITIGO 3dr hatch The VW Up		2.0 TDI 150 Eleg. 4x4 2.0 TDI 150 SE 4x4	£24780 148 124 20 £23185 148 120 19	2.0i SE Premium  2.0D SE	£23995 148 160 22 £23995 144 146 26	1.6 V-matic Excel 1.8 VVT-i Excel Hybrid	£21350 13 £23990 13	30 143 14 34 92 12
	★★★☆ £8275 59 105 1	2.0 TDI 150 SE Business 1.2 TSI 105 S		<b>OUTBACK ESTATE 5dr 4x</b>	4 Acceptable in isolation		****	☆
1.0 60 Monte Carlo	£10670 59 105 2	1.2 TSI 105 SE 1.4 TSI 140 SE 1.4 TSI 140 Eleg.	£18680 104 117 13 £19880 138 121 18 £21580 138 121 19	but no benchmark 2.5i SE Lineartronic 2.5i SE Premium Lineartronic	★★☆☆ £28495 163 161 19 £31495 163 161 20		£21995 13 £23745 13 £25295 13	34 92 15
1.0 60 Greentech Eleg. 1.0 75 Greentech Eleg.	£10010 59 95 1 £10400 74 98 2	1.8 TSI 180 Laurin & Klement 2.0 TSI 220 vRS	£27830 178 136 25 £25030 217 142 29	2.0D SE 2.0D SE Premium	£27995 148 145 22 £30995 148 145 23	1.8 WT-i Plug-In PRIUS+5dr mpv Expensiv	£33395 13	34 49 16
CITIGO 5dr hatch The VW Up format	****	1.6 TDI 105 S 1.6 TDI 105 SE	£19380 104 99 13 £20730 104 99 13	behind the times all at once	****	★★★☆ 1.8 WT-i Icon	£26995 1 £29245 1	
1.0 60 SE	£9485 59 105 1	1.6 TDI 105 Eleg. 2.0 TDI 150 SE 2.0 TDI 150 Scout 4x4	£22430 104 99 14 £21735 148 106 19 £25405 148 125 -	2.5 STI BRZ 2dr coupé The GT-86's h good in Subaru blue. Cheaper, to		1.8 WT-i Excel Plus RAV4 5dr 4x4 A solid optio	£31245 1	78 101 16
1.0 60 Greentech SE 1.0 60 Greentech Eleg.	£9845 59 95 1 £10360 59 95 1	2.0 TDI 150 Eleg. 2.0 TDI 150 Laurin & Klement	£23330 148 110 20 £27665 148 107 22	2.0i SE	£22495 197 181 30	by Korean competition 2.0 V-matic CVT Icon 4WD	★★★★ £26305 1	± 50 167 29
FABIA 5dr hatch Straight-lac	ed for a supermini, but		£28200 181 129 -	SUZUKI CELERIO 5dr hatch Roomy,	depent to drive and a	2.0 D-4D Active 2WD 2.0 D-4D Icon 2WD	£22795 17 £25295 17	24 127 26
	£10600 59 106 2 £11460 74 108 4	2.0 TDI 184 vRS  ROOMSTER 5dr mpv Ouirk awkward image	y looks, talented package,  ★★★☆☆	bargain price 1.0 AGS SZ4	****	2.0 D-4D Icon 4WD 2.0 D-4D Invincible 2WD 2.0 D-4D Invincible 4WD	£26300 17 £27245 17 £28250 17	24 127 27
1.0 75 SE 1.0 75 SE L	£12820 74 108 3 £13610 74 108 3	1.2 S 1.2 SE	£12105 69 143 5 £13575 69 143 6	1.0 Dualjet SZ3 1.0 SZ2	£8499 68 84 - £6999 68 99 -	2.2 D-4D Icon 4WD 2.2 D-4D Invincible 4WD	£27100 14 £29050 14	48 149 29 48 149 29
1.2 TSI 90 SE L	£14240 89 107 8		£12750 84 134 9 £14135 84 134 9	1.0 SZ4	£7999 68 99 - £8999 68 99 -	exceptional. Good spec	<b>★★★☆</b>	☆
1.2 TSI 110 SE	£13740 108 109 13 £14100 108 110 12 £14890 108 110 12	1.2 TSI 105 S auto	£14685 84 134 9 £14185 104 134 12 £14800 104 134 12	Sport is excellent fun	****	1.8 V-matic Active 1.8 V-matic Icon 1.8 V-matic Icon+	£17700 14 £20300 14 £23250 14	45 152 18
1.4 TDI 90 S 1.4 TDI 90 SE	£14090 89 93 12 £15450 89 93 10	1.2 TSI 105 Scout 1.2 TDI 75 Greenline II	£15350 104 134 12 £16325 74 109 9	1.2 SZ3 1.2 SZ4	£10599 93 116 11 £11699 93 116 11	2.0 D-4D Active 2.0 D-4D Icon	£18695 12 £21295 12	24 119 22 24 119 22
1.4 TDI 105 SE L	£16240 89 93 11 £16840 104 95 12	1.6 TDI CR 90 Scout	£15415 89 124 11 £15965 89 124 11	SWIFT 5dr hatch Cute looks		2.0 D-4D Excel	£24245 17 £24495 17	24 119 23
FABIA 5dr estate 1.0 75 S 1.0 75 SE		1.6 TDI CR 105 SE 1.6 TDI CR 105 Scout YETI 5dr 4x4 Useful, versatil	£15640 104 124 13 £16190 104 124 13 e cabin. Good handling		★★★☆ £12099 93 116 11 £13699 93 116 11	2.2 D-4D 150 Icon 2.2 D-4D 150 Icon+ 2.2 D-4D 150 Excel	£23450 14 £25250 14 £25500 14	48 143 25
1.0 75 SE L 1.2 TSI 110 S DSG	£14755 74 109 3 £14740 108 109 13	and engines 1.6 TDI 105 Outdoor SE B'nes G	★★★★☆ £19915 103 119 14	1.2 SZ2 1.2 SZ3	£9499 93 116 11 £11099 93 116 11	2.2 D-CAT 150 Icon 2.2 D-CAT 150 Icon+	£23400 14 £26350 14	48 165 25 48 165 25
1.2 TSI 110 SE 1.2 TSI 110 SE L	£15245 108 110 12 £16035 108 110 12	2.0 TDI 110 Outdoor SE 4WD 2.0 TDI 140 Outdoor SE Bness 4	£21405 109 154 14 £22230 138 152 18	1.2 SZ4 1.6 Sport	£12199 93 116 11 £14499 134 147 19	2.2 D-CAT 150 Excel AVENSIS TOURER 5dr e	£26600 14 state Nothing	48 167 26 wrong, but
1.2 TSI 90 SE L	£14595 89 107 8 £15385 89 107 8 £17985 104 97 12	1.2 TSI 105 Outdoor S	£16915 103 142 13 £16915 103 142 13 £18425 103 142 13	very worthy crossover also-ran	Not class-leading, but a ★★★☆☆ £13999 118 127 13	nothing exceptional. Good spec 1.8 V-matic Active 1.8 V-matic Icon	£18750 14 £21350 14	45 153 17
1.4 TDI 90 S 1.4 TDI 90 SE	£15090 89 94 10 £16595 89 94 10	1.2 TSI 105 Outdoor SE 1.2 TSI 105 Eleg.	£18425 103 142 13 £20250 103 142 14	1.6 SZ-T 1.6 SZ5	£17999 118 127 13 £20249 118 127 14	1.8 V-matic Icon+ 2.0 D-4D Active	£24300 14 £19745 13	45 153 18 24 120 22
1.4 TDI 90 SE L RAPID 5dr hatch	£17385 89 94 11	1.2 TSI 105 Outdoor Eleg. 1.8 TSI 160 Outdoor L&K 4WD	£20250 103 142 14 £25940 158 184 22	1.6 SZ5 Allgrip 1.6 DDis SZ3	£22049 118 135 14 £16999 118 110 20	2.0 D-4D Icon 2.0 D-4D Icon+	£22345 12 £25295 12	24 120 22 24 120 23
1.6 TDI 90 Eleg.	£17715 103 114 13	1.6 TDI 105 S GreenLine II 1.6 TDI 105 Outdoor S GreenLin 1.6 TDI 105 SE GreenLine II	£18405 103 119 14 £18405 103 119 14 £19915 103 119 14	1.6 DDIS SZ-T	£17999 118 110 20 £19499 118 110 20 £21299 118 114 18	2.2 D-4D 150 Icon	£26145 17 £24500 14 £26300 14	48 147 25
		1.6 TDI 105 SE GreenLi			£21749 118 110 19		£27150 14	

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Make and Price Bhp CO 2 9/km Insurance	Make Price CO ₂ g	Make	Price Bhp CO ₂ g/km Insurance	Make	Price Bhp CO ₂ g	Make	Price Bhp CO ₂ g/km Insurance	Make	Price	CO ₂ g/km
	1.3 CDTi 75 S-S SE £14670 74 99 - 1.3 CDTi 95 S-S SRi £14525 94 85 9	1.6T 200 Sport S-S 1.6T 200 SRi S-S	£21595 202 168 25 £22820 202 168 25	2.0 CDTi 195 BiturboElite auto INSIGNIA SPORTS TOUR		MOKKA 5dr hatch Compact on persuasive quality	and competent, but short	1.6 TDI 105 Bluemotion Tech S 1.6 TDI 105 Bluemotion Tech SI		103 117 17 103 117 17
	1.3 CDTi 95 S-S SRi VX-Line £15560 94 85 - 1.3 CDTi 95 S-S SE £15170 94 85 -	2.0 CDTi 165 Sport auto 2.0 CDTi 165 SRi auto	£23780 163 149 20	as good as a Mondeo. Inert stee 1.4T 14O Design Nav		1.6i 115 Tech Line S-S	£16474 114 153 5 £18539 114 153 6	2.0 TDI 140 Bluemotion Tech S 2.0 TDI 140 Bluemotion Tech (	SE £25990 1	138 119 23 138 119 23
with all seats in use ★★★☆☆	CORSA 5dr hatch Very refined, stylish and practical. Engines not so good ★★★☆	1.4T 16v 120 Sport S-S 1.4T 16v 140 Sport S-S	£19355 118 139 13	1.4T 140 Design S-S 1.4T 140 Energy S-S	£19179 138 131 15 £22634 138 131 15		£21039 114 153 7 £17214 138 139 11	GOLF 3dr hatch The complexpensive		Reassuringly
1.6 V-matic Active 7st £18300 130 157 13		1.4T 16v 120 SRi S-S 1.4T 16v 140 SRi S-S	£21070 118 139 14	1.6T 170 Elite Nav 1.6T 170 Elite S-S	£25564 168 146 20 £24714 168 146 20	1.4T 140 Tech Line 4x4 S-S 1.4T 140 Exclusiv 2WD S-S	£18774 138 149 11	1.6 TDI 110 BlueMotion 1.6 TDI 90 S	£21435	103 89 15 89 98 10
1.8 V-matic Icon M'Drive 7st £21800 145 153 15	1.0i 90 S-S SE £14850 89 102 9 1.0i 115 S-S Sting £11425 113 - 12	2.0T 280 VXR 2.0 CDTi GTC Sp. 165	£27620 276 189 35	2.0 CDTi 120 Design 2.0 CDTi 120 Design Nav	£20384 118 104 15 £21234 118 104 15	1.4T 140 Exclusiv 4x4 S-S 1.4T 140 SE 2WD S-S	£20934 138 149 12	2.0 TSI 300 R 1.2 TSI 85 S	£30820 2	296 165 34 84 113 7
1.6 D-4D Active £19990 122 119 13 1.6 D-4D Icon £21995 122 119 14	1.0i 115 S-S SRi VX-Line £15240 113 - 12 1.2i 70 Life £11680 69 126 2	2.0 CDTi GTC SRi 165 2.0 CDTi 195 BiTurbo S-S	£23525 163 127 20 £24520 192 129 -	2.0 CDTi 120 Elite 2.0 CDTi 120 Elite Nav	£24564 118 104 16 £25414 118 104 16			1.2 TSI 105 S 1.4 TSI 122 S		104 114 11 121 120 14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run ★★★☆☆	1.2i 70 Sting £9775 69 126 2 1.2i 70 Design £12745 69 126 2	CASCADA 2dr open Comfor alternative to the usual ragtops		2.0 CDTi 120 SRi Nav 2.0 CDTi 120 Tech Line	£23034 118 104 15 £23034 118 104 16	1.7 CDTi 130 Exclusiv S-S 1.7 CDTi 130 SE S-S	£20224 129 120 13 £22724 129 120 14	1.4 TSI 122 Match 1.4 TSI 150 GT ACT		121 120 15 148 112 15
4.5 D-4D £65725 286 250 48 <b>LAND CRUISER 3dr 4x4</b> A real go-anywhere	1.2i 70 SRi VX-Line £13410 69 126 2	1.6T 200 200 Elite 1.6T 200 SE	£26615 202 168 24	2.0 CDTi 130 Design 2.0 CDTi 130 Design Nav	£19544 129 104 16 £20394 129 104 16	1.7 CDTi 130 Tech Line 4x4 S-S 1.7 CDTi 130 Exclusiv 4x4 S-S	£21924 129 129 13	2.0 TSI 220 GTI 1.6 TDI 105 S	£19800 1	217 139 29 103 99 12
	1.2i 70 SE         £13020         69         126         2           1.4i 90 Life         £12025         89         121         -	1.4T 140 SE S-S 1.4T 140 Elite S-S	£27875 138 148 21	2.0 CDTi 130 Energy 2.0 CDTi 140 Design	£22914 129 104 16 £20634 138 104 19	1.7 CDTi 130 SE 4x4 S-S ANTARA 5dr 4x4 Stylish int	erior blunts usability. Poor		£22670 1	103 99 13 148 106 18
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. Spongey on road ★★★☆☆	1.4i 90 Sting         £10120         89         121         -           1.4i 90 Design         £12025         89         121         -	1.6T SIDI 170 SE Au 1.6T SIDI 170 Elite Au	£30495 168 168 24	2.0 CDTi 140 Design Nav 2.0 CDTi 140 Elite	£21484 138 104 19 £24814 138 104 19			2.0 TDI 150 GT 2.0 TDI 184 GTD	£26935 1	148 109 17 181 112 26
3.0 D-4D 190 LC4 £47465 187 213 34		2.0 CDTi 165 SE S-S 2.0 CDTi 165 Elite S-S	£28580 163 138 23	2.0 CDTi 140 Elite Nav 2.0 CDTi 140 Energy	£25664 138 104 19 £24004 138 104 19	2.2 CDTi 163 Exclusiv 4x4 S-S		GOLF 5dr hatch The comple expensive	***	**
GT86 2dr coupé A tail-out tribute to all our favourite	1.4i 90 SRi VX-Line       £13755       89       121       -         1.4i 90 SE       £13365       89       121       -	2.0 CDTi 195 BiTurbo Elite S-S INSIGNIA 5dr hatch Nearly	as good as a Mondeo.	2.0 CDTi 140 SE 2.0 CDTi 140 SRi	£22434 138 104 19 £22434 138 104 19	2.2 CDTi 163 SE Nav 4x4 S-S 2.2 CDTi 163 Diamond S-S		1.6 TDI 90 S 2.0 TSI 300 R	£31475 2	89 98 10 296 165 34
	1.4i 100 Turbo SRi         £13375         99         119         10           1.4i 100 Turbo SRi VX-Line         £14410         99         119         10	Inert steering 1.4T 14O SRi Nav		2.0 CDTi 140 SRi Nav 2.0 CDTi 140 SRi VX-Line	£23284 138 104 19 £23654 138 104 19	2.2 CDTi 163 Diamond 4x4 S-S 2.2 CDTi 184 SE Nav 4x4 S-S	£27720 184 177 28	e-Golf 115 BEV 1.2 TSI 85 S	£18250	114 0 15 84 113 7
2.0 Aero £27500 197 192 33	1.4i 100 Turbo SE     £14020     99     119     10       1.3 CDTi 75 S-S Life     £13930     74     99     -	1.6T 170 Elite Nav 1.8i VVT Design Nav	£17679 138 164 14	2.0 CDTi 140 SRi VX-Line Nav 2.0 CDTi 140 Tech Line	£24504 138 104 19 £23284 138 104 19	VXR8 4dr saloon Still has ol longer cheap	****	1.2 TSI 105 S 1.4 TSI 122 S	£19600 1	104 114 11 121 123 14
2.0 Giallo     £27500     197     180 34       2.0 GT86 auto     £25995     197     164 33	1.3 CDTi 75 S-S SRi £14625 74 99 -	1.8i VVT SRi Nav 2.0 CDTi 120 Design Nav	£19934 118 99 15	2.0 CDTi 163 Country Nav 4x4 2.0 CDTi 195 BiTurbo Elite aut	£28819 192 159 24	6.2 GTS  VOLKSWAGEN	£54509 576 389 50	1.4 TSI 122 Match 1.4 TSI 150 GT ACT	£24270 1	121 123 15 148 112 15 148 113 15
VAUXHALL  VIVA 5dr hatch Comfortable and spacious, although	1.3 CDTi 75 S-S SRi VX-Line     £15660     74     99     -       1.3 CDTi 75 S-S SE     £15270     74     99     -       1.3 CDTi 95 S-S SRi     £15125     94     85     -	2.0 CDTi 120 Elite Nav 2.0 CDTi 120 SRi Nav 2.0 CDTi 120 SRi VX-Line Nav	£21734 118 99 15	2.0 CDTi 195 BiTurbo SRi 2.0 CDTi 195 BiTurbo SRi VX-L 2.0 CDTi 195BiTboCo'tryNav4x			onary, just quantifiably  ★★★☆	1.4 TSI 150 GT ACT DSG 1.4 TSI 204 PHEV GTE 2.0 TSI 220 GTI	£33755 1	148 113 15 148 39 26 217 139 29
class leaders are sweeter to drive ★★★☆	1.3 CDTi 95 S-S SRi VX-Line £16160 94 85 - 1.3 CDTi 95 S-S SE £15770 94 85 -	2.0 CDTi 130 Design 2.0 CDTi 130 Design Nav	£18244 128 112 16	2.0 CDTi 195BiTurbSRiVX-Ln Na 2.0 CDTi195BiTurbEliteNav aut	av £28324 192 129 24	1.0 75 Groove Up 1.0 75 Rock Up	£12125 74 108 4	1.6 TDI 105 S 1.6 TDI 105 Match	£20455	103 99 12 103 99 13
1.0 SE A-C £8490 73 104 -	ASTRA 5dr hatch Good handling, nice engines but over-geared. Focus is better ★★★☆	2.0 CDTi 130 Besign Nav 2.0 CDTi 130 Energy 2.0 CDTi 130 SE	£21614 128 112 16	2.0T 250 SRi VX-Line Nav 2.0T 250 SRi VX-Line S-S	£24954 247 174 26 £24104 247 174 26	1.0 60 Take Up 1.0 60 Move Up	£8870 59 105 1 £9925 59 105 1	1.6 TDI 110 BlueMotion 2.0 TDI 150 Match	£22090 1	103 89 15 148 106 18
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1.4 87 Glam £13325 86 129 6		1.4T 140 Design	£17744 138 123 15	1.4i VVT 100 Tech Line AC 1.4i VVT 100 SE	£13999 99 140 7 £18710 99 140 8		£11300 59 106 7	2.0 TDI 150 SE GOLF SV 5dr mpv MOB pla	tform gives th	
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3.0 V6 TDI 240 LWB TOURAN 5dr mpv Good cha	£58110 236 224 45		£22720 113 88 17 £23520 113 88 17		£32245 178 99 £31045 178 99	29 2.0 200 Duratec 28 Turbo UK225	£23499 200 £25649 225 185 -
Bland appearance	****	1.6 D2 115 SE Lux	£24520 113 88 18	2.0 D4 SE S-S	£29845 178 99	27 1.6 Sport Turbo 3 UK200	£26500 201 178 -
2.0 TDI 177 Sport 1.2 TSI 105 S	£19940 104 149 12	1.6 D2 115 SE Lux Nav 1.6 D2 115 R-Design	£23295 113 88 17	2.4 D5 R-Design Lux Nav S-S 2.4 D5 R-Design Nav S-S	£34095 212 120	<ul> <li>31 XTR2 2dr open Mad bike-e</li> <li>29 Not cheap but fast</li> </ul>	****
1.4 TSI 140 SE 1.6 TDI 105 Blue Tech S	£23750 138 159 18	1.6 D2 115 R-Design Nav 1.6 D2 115 R-Design Lux	£24295 113 88 17	2.4 D5 SE Lux Nav S-S 1.6 T3 Business Edition S-S	£34995 212 120		£27950 178
1.6 TDI 105 BlueTech SE	£23855 104 121 14	1.6 D2 115 R-Design Lux Nav	£25970 113 88 18	1.6 T3 SE S-S	£27205 148 139	22 justify over obvious rivals	****
2.0 TDI 140 Blue Tech SE 2.0 TDI 140 BlueTech Sp.	£25620 138 127 19	1.6 D2 115 C-Country SE 1.6 D2 115 C-Country SE Nav	£23520 113 99 16 £24520 113 99 16		£28705 148 139 £49785 346 237	38	£29995 192
SHARAN 5dr mpv Refined,	flexible big MPV. Seat	1.6 D2 115 C-Country Lux	£25520 113 99 17	1.6 D2 Business Edition S-S	£22945 113 108	7 ZENOS	
version is cheaper 2.0 TDI 177 SE	★★★☆☆ £30730 177 152 23	1.6 D2 115 C-Country Lux Nav 2.0 D3 150 SE	£26520 113 99 17 £23770 148 114 22	2.0 D3 Business Edition S-S 2.0 D3 SE S-S		22 E10 2dr open A Lotus and C 23 affordable in near perfect mea	
2.0 TDI 177 SEL	£33630 177 152 23		£24570 148 114 22 £26570 148 114 23	2.0 D3 SE Lux S-S	£31395 134 119	24 2.0	£24995 200
1.4 TSI 150 S 1.4 TSI 150 SE		2.0 D3 150 SE LUX NAV 2.0 D3 150 R-Design	£24545 148 114 21	2.0 D4 Business Edition S-S	£30495 134 119 £25245 178 99		£29995 250



Volkswagen Golf From £17,000 Expensive it may be but there's enough class here to make the tag look reassuringly precise. A class above. ***



Ford Focus
From £14,000
Has a blend of ride and handling that rivals can't match. One of the UK's most popular cars for all the right reasons. From £14,000



**Seat Leon** From £16,000 As always, a Golf in cheaper Spanish drag. Margins are cleverly engineered to show, but this is the best Leon yet. ★★★☆



From £17,000 Mazda 3 As ever, it seems, the Mazda aces driveability and efficiency but fails to totally convince in an all-star class. ★★★★☆



Peugeot 308 From £16,000 No name change, but the appeal of the latest 308 is all new. A serious contender for family hatch money. ★★★★☆

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#### **ROAD TEST RESUL**

car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard ng 60-0mph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO

05 5dr 4x4 * * *

millo Jui ilattii	~ ~ .	<b>N</b> N N	4										VDI IAC INIDO	u ı.
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4.10	M	15
GIULIETTA 5dr l	natch	**	***										X6 5dr 4x4	***
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.10.10	xDrive35d	14
ALPINA													BUGATT	T
<b>B3 BITURBO 4d</b>	r salo												<b>VEYRON 2dr</b>	
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13	Super Sport	2
ARIEL													CATERH	IAM
ATOM Odr open	**;	***	7										CSR 2dr road	ster
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11	CSR 260	14
NOMAD Odr ope													SEVEN 2dr ro	
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	na/na	735	24.6.15	Seven 160	10
ASTON MA	٩RT	IN											CHEVRO	DLE.
V8 Vantage 2dr	coup	**	**	\$									CAMARO 2dr	coup
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07	6.2 V8	15
RAPIDE 4dr cou	pé ★	**	<b>*</b> *										CORVETTE 2	dr coı
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3.13	Stingray	1
AUDI													CHRYSL	ER
A1 3dr hatch ★	**	<b>t</b> \$											300C 4dr sal	
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.11.10	3.0 Executiv	ve 14
S1	155		14.4			2.6	228	273	25.6	30/39	1390	28.5.14		
A3 3dr/5dr hate	:h ★	***	r☆										CITROE	N
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.12	C3 5dr hatch	**
S'back e-tron			20.9			3.0	201	258	30.7	45/49	1540	31.12.14	1.4 VTR+	1
RS3 S'Back	155	4.1	10.3	3.7	7.7	2.8	362	343	34.2	26/37	1595	10.6.15	DS3 5dr hatc	:h ★ 🗡
A4 4dr saloon/5	idr es	tate 🤊	***	**									1.6 THP 150	13
2.0 TDI SE		9.7	29.4	11.3	9.7	2.6	141	236	32.7	38/48	1605	20.2.08	Racing	14
RS4			10.3		7.7	2.9	444	317	28.9	20/32	1795	17.10.12	C4 5dr hatch	**
A5 2dr coupé/ca													2.0 HDi Excl	. 17
3.0 TDI quattr						2.7				32/43		25.7.07	C4 CACTUS	
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0	2.9	237			34/38			1.6 BlueHDi 1	100 1
RS5 4.2 V8			10.7		8.9	2.7	444	317	29.0	22/30	1855	27.10.10	C4 GRAND PI	
A6 4dr saloon/5													2.0 BlueHDi	
2.0 TDI SE	141	8.9		7.7		2.8	175			44/55		4.5.11	C5 4dr saloo	
3.0 TDI SE	155		20.3		3.9		201			34/46		19.10.11	2.2 HDi	1.
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7.13	DS5 5dr hatc	
A7 Sportback 4													2.0 HDi 160	1.
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2.11	BERLINGO 5	
A8 4dr saloon 🗲													1.6 HDi 90	9
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6.10		
TT 2dr ***										/			DACIA	
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	21.4	24/33	1450	19.8.09	SANDERO 5d	
NEW TT 2dr **			14.5			2.5	227	272	20.4	20/25	1205	27.11.11	1.2 75 Acce	55
2.0 TFSI S-line			14.5	5.0	6.5	2.5	227	213	30.1	29/35	1305	26.11.14	FERRA	21
Q3 5dr 4x4 ★ ≠			25.5	0.1	*11 5	27	175	200	25.0	22/46	1710	1/ 11 11		
2.0 TDI SE	132		25.5		*11.5		175 306			33/46			458 2dr coup 458 Italia	
RS 05 5dr 4v4 + 4			12.6	4.5	8.3	۷.8	306	310	32.4	32.4	ככטו	1.1.14	458 Special	2

4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0	16/22	1560	23.5.07
5.2 V10 Spyde	r 195	4.1	8.9	3.2	5.5	2.4	518	391	24.3	17/25	1720	24.3.10
BENTLEY												
CONTINENTAL 2	2dr co	upé 🗲	**	★☆								
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4.12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6.11
GT3-R	170	3.7	8.2	3.1	8.7	3.0	572	518	37.6	-/18	2195	8.7.15
<b>FLYING SPUR 4</b>	dr sal	oon 🖈	**	**								
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8.13
<b>MULSANNE 4dr</b>	saloo	n 🛨	**	☆								
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9.11
BMW												
1-SERIES 3dr/5	dr hat	ch ★	***	7 <b>☆</b>								
116d ED Dluc	124	10.2	20.0	10.0	17.2		11.4	100	277	EAKO	120E	27 5 15

US DIT 4X4 ★★★★ 2.0 TDI SE 125 9.9 34.2 10.2 9.9 2.8 168 258 29.8 29/37 1880 14.1.09 NEW 07 5dr 4x4 ★★★★ 3.0 TDI S line 145 6.2 17.6 6.2 *3.8 - 268 443 47.6 32/36 2245 12.8.15 R8 2dr coupé ★★★★

BMW														
1-SERIES 3dr/5														
116d ED Plus	124	10.2	30.0	10.0	17.3	-	114	199 37.7	54/60 1	395	27.5.15			
M135i							315	322 35.9	30/41 1	545	14.11.12			
2-SERIES 3dr c	oupé/o	conve	rtible	***	***	r								
2-SERIES 3dr coupé/convertible ★★★★ 220d SE 143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450 220d C'Vole 140 8.5 24.7 8.4 9.0 2.1 187 295 34.5 50/53 1610														
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295 34.5	50/53 1	610	1.4.15			
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332 28.1	26/35 1	530	23.4.14			
2-SERIES ACTIV	/E TOL	<b>JRER</b>	5dr MI	PV 🛨	**	<b>★☆</b>								
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243 40.4	42/56 14	450	24.12.14			
3-SERIES 4dr s	aloon/	/5dr e	state/	'5dr ha	atch 🖠	***	**							

	Make	Top sp	0 <del>-</del> 0	0-100	30-70	20-10	Brakin	Power	Torque	Mph/1	Mpg te	Weigh	TEST
	318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7.13
	4-SERIES 3dr co	oupé	**	<b>★★☆</b>									
	435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
	M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
	5-SERIES 4dr sa												
	530d SE										36/46		
	520d SE Touri												
	ActiveHybrid5												
	M5			9.0			2.8	552	502	38.2	19/28	1975	29.12.11
	6-SERIES 2dr co												
	640d M Sport												2.11.11
	650i cabrio				4.5	7.8	2.6	402	442	38.5	22/29	2085	6.4.11
	7-SERIES 4dr sa												
	730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08
	i3 5dr hatch ★>												
	1.3 Range Extd			-	7.6	*4.9	3.4	168	184	- 2	94wh/r	n 1390	22.1.14
	i8 2dr coupé ★:												
	i8				3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
	Z4 2dr convertil												
	sDrive35i			12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09
	X1 5dr 4x4 ★★												
	sDrive20d SE			23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.12.09
	X3 5dr 4x4 ★ ★												
	xDrive20d SE			27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11
	X4 5dr 4x4 **												
	xDrive30d			16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14
	X5 5dr 4x4 ★ ★										/		
													13.11.13
0	M		4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
	X6 5dr 4x4 ★★			24.2		***		202	420	240	24/24	2275	11 / 00
0	xDrive35d	147	1.3	21.2	(.1	*4.1	2.6	282	428	34.0	26/31	22/5	11.6.08

Super Sport				1.7	5.9	2.6	1183	1106 40.6	12/18	1995	2.3.11
CATERHA											
CSR 2dr roadste											
CSR 260				3.1	4.4	3.3	260	200 22.8	24/26	570	11.10.05
<b>SEVEN 2dr road</b>	Ister 🗲	**	**								
Seven 160	100	8.4	-	8.7	7.6	4.8	80	79 16.7	39/45	490	20.11.13

CHEVROL												
CAMARO 2dr co												
					12.2	2.7	426	419	43.3	23/29	1175	20.6.1
<b>CORVETTE 2dr</b>												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.1

3.0 Executive	144	7.3	21.1	7.5	*4.5	2.6	236	399	38.8	30/34	2040	29.8.12
CITROEN												
C3 5dr hatch 🛨												
1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	_	9.12.09
DS3 5dr hatch >	**	**										
1.6 THP 150	133	7.6	41.9	7.1	10.0	2.7	154	177	29.8	36/45	1200	3.3.10
Racing												
C4 5dr hatch *	**:	\$ \$\$										
2.0 HDi Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251	34.2	43/49	1470	5.1.11
C4 CACTUS 5dr	hatch	**	***	7								
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C4 GRAND PICA	SSO 5	idr MF	V * y	***	*							
2.0 BlueHDi	130	10.1	30.1	9.6	12.5	2.9	148	273	34.7	44/52	1430	27.11.13
C5 4dr saloon *	**	**										
2.2 HDi	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.08
DS5 5dr hatch >	**	**										
2.0 HDi 160	134	9.1	26.5	8.7	11.0	2.9	161	251	40.1	42/55	1660	18.4.12
<b>BERLINGO 5dr M</b>	IPV 🖈	**	**									
1.6 HDi 90	99	14.7	-	16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.08

DACIA												
SANDERO 5dr h												
1.2 75 Access	97	15.3	-	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.1
FERRARI												
458 2dr coupé												
458 Italia	202	3.3	7.0	2.4	5.7	2.3	562	398	-	17/20	1535	18.8.1
458 Speciale			6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8.1
F12 2dr coupé 🗲	**	**										
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.1
<b>CALIFORNIA 2di</b>	r conv	ertible	e * *	**	☆							
California	193	3.9	9.2	3.2	6.6	2.5	453	357	25.9	15/24	1785	22.7.0
ELAT												

102 14.6 103 14.6

GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6.11	Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
GT3-R	170	3.7	8.2	3.1	8.7	3.0	572	518	37.6	-/18	2195	8.7.15	500 TwinAir	108	11.7	-	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10
<b>FLYING SPUR 4</b>	ir salo	oon 🖈	**	k to																					
W12					8.4	3.0	616	590	44.5	18/26	2475	7.8.13	FORD												
<b>MULSANNE 4dr</b>													S-MAX 5dr MPV												_
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9.11	2.0 Ecoboost	137	8.7	22.8	7.9	10.3	2.1	200	221	20.5	26/32	1810	28.4.10
													KA 3dr hatch *												
BMW													1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80	22.1	41/53	1020	25.2.09
1-SERIES 3dr/5													B-MAX 5dr MPV												
116d ED Plus													1.0T Ecoboost				11.1	11.0	2.8	118	147	23.6	35/41	1345	02.1.13
M135i							315	322	35.9	30/41	1545	14.11.12	FIESTA 3/5dr h												
2-SERIES 3dr co	upé/o	conve	rtible	**:	***								1.4 Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.08
220d SE										46/62			ST-2				6.0	7.1	2.6	180	177	26.5	32/41	1163	15.5.13
220d C'vble													FOCUS 5dr hato												
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332	28.1	26/35	1530	23.4.14	1.5 TDCi Zetec					10.3	3.35	118	199	33.1	59/63	1343	28.1.15
2-SERIES ACTIV													GRAND C-MAX												
218d Luxury									40.4	42/56	1450	24.12.14	2.0 TDCi T'ium								236	35.6	37/48	1705	17.11.10
3-SERIES 4dr sa													GRAND TOURN	EO CO	NNEC	T 5dr I	MPV 7	***	**						
320d Sport													1.6 TDCi T'ium	103	13.2	-	13.9	19.1	2.9	114	236	26.7	40/45	1785	6.8.14
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2	43/54	1735	21.11.12													

```
Braking 60-0mph
                                                                 Apg test/touring
                                                            ph/1000rpm
                                                ower (bhp)
                                                                      Veight (kg)
                                30-70mph
                          0-100mph
                130 10.0 28.8 9.4 12.7 3.1 148 258 38 53/56 1597 14.1.15
2.0 TDCi
1.5 TDCi
                99 14.3
                          - 15.2 14.4 2.7 89 151 28 39/48 1384 <u>3.9.14</u>
                122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
2.0 TDCi
     ER 5dr pick-up ★★★☆
DCi 109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
GINETTA
                140 6.3 17.2 6.1 8.3 3.6 175 140 22.6 28/- 880 5.10.11
```

(lb/ft)

	HONDA												
	JAZZ 5dr hatch												
L	1.4 ES	113	10.7	35.2	10.7	14.3	3.2	99	94	20.5	35/43	1075	29.10.08
	<b>INSIGHT</b> 5dr hat	tch ★	**:	<b>☆☆</b>									
L	1.3 IMA SE	113	11.7	-	11.8	*7.4	3.1	87+14	89+5	8 32.1	140/43	1240	18.3.09
	CR-Z 3dr hatch	***	***										
)	CR-Z GT	124	9.1	26.8	9	17.1	2.9	113+15	107+	58 25.	.743/52	1198	14.4.10
	<b>CIVIC 5dr hatch</b>	**	**	7									
	2.2 i-DTEC EX	135	8.3	24	7.9	12.2	-	148	258	38.7	38/55	1480	11.1.12
	Type R GT	167	5.5	13.4	5.0	6.7	2.7	306	295	27	32/37	1378	5.8.15
	<b>ACCORD 4dr sal</b>												
	2.2 i-DTEC EX	131	9.5	27.1	9.1	9.8	2.9	148	258	34.2	39/47	1630	14.5.08
L	CR-V 5dr off-roa	ıder 🖈	**	本公									
	2.2 i-DTEC EX	118	9.7	31.3	9.9	5.9	2.5	148	258	32.4	36/45	1806	24.10.12
i	HYUNDAI												
	i10 5dr batch +	44.	h-v-										

	H I UNDAI												
	i10 5dr hatch ★	**	k \$										
	1.0 SE	96	14.7	-	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
_	i20 5dr hatch *	**	<b>★☆</b>										
ı	1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
_	i30 5dr hatch *	**	<b>★☆</b>										
	1.6 CRDi Active	115	11.7	38.3	11.5	14.8	2.8	109	192	22.5	49/60	1360	14.3.12
	i40 5dr estate *	**	**										
	1.7 CRDi			41.4	12.5	12.3	2.9	114	192	29.4	44/51	1555	7,9,11
_	iX35 5dr SUV ★										•		
	2.0 Premium	112	10.9	40.9	11.1	9.2	2.9	134	236	29.1	36/44	1695	17.3.10
	<b>SANTA FE 5dr SI</b>	JV 🖈	**	**									
	2.2 CRDi	118	9.0	27.6	9.2	*5.5	2.7	194	311	37.5	36/43	1940	19.9.12
	<b>VELOSTER 4dr c</b>	oupé	**	***	7								
ı	1.6 GDI	125	9.6	28.4	9.6	16.9	2.6	138	123	24.9	35/42	1230	18.1.12
_													
	INFINITI												
	Q50 5dr saloon	**	k \$ \$	7									

7.14	Z.Z FI ellilulli	143	0.1	25.0	0.1	2.1	5.0	100	273	44.3	47/37	1730	3.2.14
_	Q70 4dr saloon	***	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7									
	2.2 Prm'm Tec	h137	9.6	28.6	9.6	15.8	3.2	168	295	40.8	39/45	1896	25.2.15
_													
1.12	<b>JAGUAR</b>												
	F-TYPE 2dr com	vertibl	e/3 d	lr coup	é ★ 🤊	***	*						
	V8 S cabrio	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
	V6 S coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
.09	XF 4dr saloon/e												
	2 2 D	140	71	22.0	0.0	*40	2.0	107	222	11 2	20/46	10.40	21711

9	XF 4dr saloon/e	state	**	***								
	2.2 D											
0	3.0 Sportbrak	e 155	7.1	18.4	6.6	8.5	2.9	271	442 49.7	32/46	1875	31.10.12
1	XFR 5.0 V8			10.2	3.8	*2.1	2.6	503	461 36.3	20/25	1990	27.5.09
	XE 4dr saloon 🗲											
1	R-Sport 2.0			19.0	6.9	13.3	2.7	197	206 33.8	30/49	1530	1.7.15
	XJ 4dr saloon 🗲											
4	3.0D LWB	155	6.3	16.5	6.6	*3.6	2.7	271	443 43.5	28/36	1960	9.6.10

OTTENOUTEE OU	TAT /		~ ~									
2.0140 4x4 L	td 117	12.3	43.4	13.0	13.8	2.7	138	258	34.7	39/43	1846	24.6.14
KIA												
PICANTO 5dr h	atch 🖈	**	<b>★☆</b>									
1.0 '1'	95	13.8	-	14.9	24.4	3.2	68	70	21.3	33/54	950	3.8.11
<b>CARENS 5dr M</b>	PV ★ 🤊	***	☆									
1.7 CRDi '2'	112	12.9	51.2	13.9	15.2	2.8	114	192	31.7	47/56	1581	29.5.13
CEE'D 3/5dr ha	atch ★	**	<b>t</b> ☆									
1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188	28.6	39/49	1370	20.2.08
1.4i '2'	114	11.4	39.1	11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
<b>OPTIMA 4dr sa</b>	loon 🖈	**	⊹☆									
	KIA PICANTO 5dr h 1.0 '1' CARENS 5dr M 1.7 CRDi '2' CEE'D 3/5dr ha 1.6 CRDi LS RIO 5dr hatch : 1.4i '2'	KIA PICANTO 5dr hatch * 1.0 '1' 95 CARENS 5dr MPV * 1.7 CRDi '2' 112 CEE'D 3/5dr hatch * 1.6 CRDILS 117 RIO 5dr hatch * 1.4i '2' 114	NIA   PICANTO 5dr hatch * * * * 1.0 '1'   95   13.8   CARENS 5dr MPV * * * * 1.7 CRDi'2'   112   12.9   CEE'D 3/5dr hatch * * * * * * * * * * * * * * * * * * *	KIA PICANTO 5dr hatch ★★★☆ 1.0 '1' 95 13.8 - CARENS 5dr MPV ★★★☆ 1.7 CRDi'2' 112 12.9 51.2 CEE'D 3/5dr hatch ★★★☆ 1.6 CRDILS 117 10.6 34.1 RIO 5dr hatch ★★★☆	KIA   PICANTO 5dr hatch ★ ★ ★ ★   95   13.8   —   14.9	KIA   PICANTO 5dr hatch ★★★ 1.0 '1'   95   13.8 -   14.9   24.4   CARENS 5dr MPV ★★★☆ 1.7 CRDi '2'   112   12.9   51.2   13.9   15.2   CEE'D 3/5dr hatch ★★★★ 1.6 CRDi LS   117   10.6   34.1   10.3   9.6   RIO 5dr hatch ★★★★   1.4   12'   114   11.4   39.1   11.5   19.1	KIA   PICANTO 5dr hatch ★★★☆ 1.0 '1'   95   13.8	NIA   PICANTO 5dr hatch	NIA   PICANTO 5dr hatch ★★★☆   1.0 11   95   13.8   - 14.9   24.4   3.2   68   70   CARENS 5dr MPV ★★★☆   112   12.9   51.2   13.9   15.2   2.8   114   192   CEE'D 3/5dr hatch ★★★☆   1.6 CRDILS   117   10.6   34.1   10.3   9.6   2.5   113   188   RIO 5dr hatch ★★★☆   114   11.4   39.1   11.5   19.1   3.0   107   101	Name	NIA   PICANTO 5dr hatch * * * * * * *	PICANTO 5dr hatch

	CEE D 3/ Sur nat	CII 🛪	XX	<b>1</b> 140 -									
3	1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188	28.6	39/49	1370	20.2.08
	RIO 5dr hatch *	**	**										
	1.4i '2'				11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
Т	OPTIMA 4dr salo	on 🖈	**	☆☆									
)	2 1.7 CRDi				10.4	10.6	3.2	134	239	31.9	41/46	1535	8.2.12
4	SPORTAGE 5dr 4	4x4 🗲	**	**									
	2.0 CRDi F.E.	112	10.5	41.8	11.3	12.2	3.0	134	236	33.6	35/39	1635	11.8.10
3	SORENTO 5dr 42	x4 ★	**	44									
	2.2 CRDi KX-4	128	9.3	28.6	9.4	*5.7	-	197	325	35.2	35/39	1953	8.4.15
9													
	I AND DO/	/FD											

ı	DEFENDER 3/5	dr 4x4	<b>1</b> **	**	۵								
•	90 XS 2.4D	83	15.1	-	17.0	15.5	3.5	121	265	26.2	19/28	1889	11.4.07
	DISCOVERY SPO	DRT 5	dr 4x	4 **	**	☆							
	HSE Luxury	117	8.9	27.6	9.0	11.8	2.4	188	310	47.2	34/37	1863	18.3.15
	DISCOVERY 5dr												
	TDV6 HSE	109	12.2	42.8	13.0	7.9	3.4	193	328	36.6	17/24	2718	16.11.04
	RANGE ROVER												
	4.4 SDV8							334	516	41.8	25/35	2625	12.12.12
ı	RANGE ROVER												
	2.2 DS4						3.1	187	310	37.3	30/36	1815	13.7.11
	RANGE ROVER S												
	3.0 TDV6												
	SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15
	ILEVIIS												

	IS 4dr saloon 🖈	**	44										
}	IS300h	143	8.1	20.2	7.3	*4.3	2.7	220	163	-	39/48	1720	21.8.13
Г	CT200H 5dr ha												
	SE-L				11.4	*7.0	2.7	1341	05/15	3 –	46/52	1450	23.3.11
i	GS 4dr saloon												
	GS250			26.0	9.0	16.2	2.9	207	187	34.4	26/32	1695	1.8.12
)	NX 5dr 4x4 ★												
	300h	112	9.7	30.4	9.1	*5.6	2.7	194	na	-	32/38	1905	1.10.14
	RCF 2dr coupé												
	RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15

Make and Model Top speed O-60mph O-100mph 30-70mph 50-70mph Fower (bhp) Torque (lb/ft) Make and Model Make and Model Make and Model O-60mph O-100mph S0-70mph Torque (lb/ft) Make and Model Make and Model Make and Weight (kg) TeST DATE Make (bhp) Torque (lb/ft) Make (bhp) Torque (lb/ft) Weight (kg) Weight (kg)	Make and Model Top speed O-60mph O-100mph S0-70mph Fower (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/Rouring Weight (kg)
LOTUS NISSAN ELISE 2dr roadster ★★★☆ MICRA 5dr hatch ★★☆☆	<b>YET15dr SUV</b> ★★★☆ <b>2.0 TDI 140</b> 119 10.7 39.1 11.2 12.3 2.7 138 236 34.5 36/46 1545 7.10.09
1.6 127 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 26.5.10 1.2 Tekna 105 11.6 − 12.3 18.7 3.0 79 81 22.6 45/53 1002 19.1.1 EVORA 2dr coupé ★★★★☆ Evora 2+2 162 5.4 13.0 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.8.9 1.2 Acenta Prm 106 12.6 − 13.4 20.3 2.9 79 81 21.8 42/54 1036 9.10.1	SUBARU
Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 303.11 PULSAR 5dr hatch ★★★☆ EXIGE S 2dr coupé ★★★★★ 1.5 dCin-tec 118 10.9 35.5 10.8 13.1 2.9 108 192 35.7 50/57 1307 12.11.1	2.0D SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12 4 FORESTER 3/5dr hatch ★★★☆☆
Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 34.13 JUKE 5dr hatch ★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★	
GRANTURISMO 2dr coupe ★★★☆☆ 4.2 GT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 22.08   LEAF 5dr hatch ★★★☆☆ GRANCABRIO 2dr open ★★★☆☆ Leaf 91 10.9 − 11.4 7.3 2.8 107 207 8.76 320Wh/m 1545 27.41	SUZUKI
4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 14.7.10 OASHOAI 5dr hatch ★★★★★ GHIBLI 4dr saloon ★★★★☆ 1.5 dCi 2WD 113 10.8 39.2 11.1 12.9 2.9 109 192 35.0 49/56 1365 192.1	1.0 SZ3 96 11.5 − 12.9 20.7 2.8 67 66 21.9 50/69 885 22.4.09 4 SWIFT 3/5dr hatch ★★★★☆
Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 123.14 ★TRAIL 5dr hatch ★★★★☆ MAZDA ★TRAIL 5dr hatch ★★★★☆ 17.0 401 117 11.2 3.0 128 236 32.8 42/48 1550 13.8.1	1.2 \$Z4   103   11.6   37.2   11.1   18.7   3.0   93   87   21.5   43/47   1010   15.9.10   42.5   15.9   15.9   10.5   24.4   25.0   3.0   67   66   22.4   54/57   835   25.3.15
2.50r hatch ★★★★☆ 1.5 Sky'v-G SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.415 3.50r hatch ★★★★★☆ 370Z 155 5.4 12.8 4.7 9.9 2.4 326 270 30.5 26/34 1508 297.0 3.50r hatch ★★★★☆ Black Edition 193 3.8 8.5 3.6 5.3 2.5 478 434 28.1 19/28 1775 6.50	1.6 DDiS SZ4 111 10.0 32.6 10.1 8.9 2.57 118 236 35.1 57/67 1290 30.10.13
2.2 SE-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13  5 5 dr MPV ★★★☆☆  NOBLE	1.6 SZ5 112 9.5 29.8 9.5 15.5 - 118 115 24.3 49/47 1075 29.4.15
1.6D Sport 1II 12.5 − 13.4 11.1 2.9 113 199 31.3 35/40 1555 16.211 M600 2dr coupé ★★★★★ M600 225 3.5 6.8 2.5 4.7 2.45 650 604 29.9 18/25 1305 14.100 22.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13	TESLA   9   MODEL S 5dr hatch ★★★★
CX-3 5dr hatch ★★★★☆ 1.5D SE-L Nav 110 10.3 34.7 10.3 10.3 - 104 199 34.8 59/60 1275 22.715 CX-5 5dr hatch ★★★★☆ 1.2 VTI Active 109 14.2 - 14.5 9.1 2.9 81 87 21.2 41/45 1080 18.7.1	TOYOTA
2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 136.12 GTi 30th 143 6.5 16.1 5.8 6.7 2.9 205 221 25.6 41/42 1160 11.21 308 3/5dr hatch ★★★★☆	5 1.0 VVTi 99 13.9 - 15.2 24.1 3.0 68 70 22.5 49/63 900 2.7.14  VARIS 5dr hatchback ***
MGLAREN  650S 2dr coupé/roadster ★★★★★  3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 307.13 2.0 HDi 163 138 9.6 28.6 9.7 5.8 2.57 161 255 32.3 32/46 1680 255.1	VERSO-S 5dr hatchback ★★★☆☆
P1 2dr coupé ★★★★★ P1 217 2.8 5.2 2.2 6.0 2.3 903 664 36.0 19.6/ 75.14 1.6 e-HDi 117 10.7 37.8 11.5 11.8 3.2 114 199 32.7 49/59 1180 19.6.1	GT86 3dr coupé ***** 3 2.0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 47.12
MERCEDES-AMG   Sport HDi 150   121 9.4 29.1 9.1 9.5 2.1 148 251 32.2 44/50 1580 11.11.0	
C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 36.15 5008 5dr MPV ★★★★☆ GT 2dr coupé ★★★★☆ S 193 3.6 7.8 2.8 5.5 2.5 503 479 34.7 20/29 1715 29.15 RC2 3dr coupé ★★★☆☆	T Spirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 − 48/56 1415 8.7.09 LAND CRUISER V8 5dr 4x4 ★★★★☆ 4.5 D-4D 130 8.6 27.5 9.1 *5.4 3.0 282 479 40.3 18/20 2880 30.108
MERCEDES-BENZ  RTHP 270 155 6.8 15.3 5.5 5.8 3.0 266 243 24.2 36/44 1355 12.21	VAUXHALL
A-CLASS 5dr hatch ★★★★☆ A200 CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12 A45 AMG 168 4.2 11.5 4.3 4.5 2.8 355 322 38.1 2/37 1555 148.13 S.4. 172 4.7 11.4 4.2 14.2 2.9 311 266 40.3 25/32 1420 27.61	ADAM 5dr hatch ★★★☆☆ 1.2 JameoFLEX103 14.3 - 15.3 20.8 2.8 68 85 21.8 39/45 1086 6.2.13   VIVA 5dr hatch ★★★☆☆
B-CLASS 5dr MPV ★★★☆ B200 CDI Sport 130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.212 2.7 165 5.9 13.6 5.1 8.2 2.7 271 214 23.9 29/34 1385 24.41	1.0 SE A/C 106 13.0 − 14.1 19.0 − 74 70 20.3 49/55 938 15.7.15 CORS.A 3/5dr ★★★★ ★★★ 1.4T SRIVX-Line115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14
CG1ASS 4dr ★★★★☆ C63 AMG Black 186 4.0 9.2 3.3 7.5 2.66 510 457 37.2 15/25 1775 5.9.12 2 2 2 3.3 7.5 2.66 510 457 37.2 15/25 1775 5.9.12 2 2 2 3.3 7.5 2.66 510 457 37.2 15/25 1775 5.9.12 2 2 2 3.3 7.5 2.66 510 457 37.2 15/25 1775 5.9.12 2 2 3.3 7.5 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.1 2 3.0 7.1 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.1 2 3.0 7.1 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.1 2 3.0 7.1 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.1 2 3.0 7.1 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.1 2 3.0 7.1 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.0 7.1 2 3.	2 VXR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 6.5.15 4 MERIVA 5dr MPV ***
C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 237.14 Targa 182 4.3 9.8 3.6 15.0 2.4 394 325 37.9 21/29 1578 18.6.1 CLA 4dr coupé ★★★☆☆ 210 Spyth 18.6.1 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0	ASTRA 3/5dr hatch ★★★★☆
SLK 2dr cc ★★★☆☆ SLK 200 149 7.5 18.9 7.0 9.9 2.8 181 184 31.3 30/41 1485 27.7.11 4.8 Turbo 188 4.0 9.2 3.4 13.5 2.5 493 567 45.0 20/28 2045 20.9.0	2.0 VXR 155 6.4 16.5 6.0 7.0 2.8 276 295 27.6 27/33 1565 25.7.12 SINSIGNIA 5dr hatch/estate ★★★☆
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★☆ E250 CDI auto 149 7.7 20.3 7.4 *4.4 2.9 201 367 34.8 36/42 1780 24.69 Turbo 165 4.7 11.8 4.3 7.9 2.4 394 406 35.7 22/31 2000 4.6.1 E350 CDI estate149 6.9 19.2 6.9 *4.0 2.9 228 398 38.9 29/36 1995 172.10 CAYENNE 5dr 4x4 ★★★★☆	2.0 CDT1160 135 9.1 25.3 8.4 10.3 2.7 158 258 36.1 19/44 1655 19.11.08 4 2AFIRA TOURER 5dr ★★★☆ 2.0 CDT1165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 15.2.12
E250 CGI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 14.410 Hybrid 150 6.0 16.6 6.0 *3.6 2.5 374 324 37.8 26/29 2315 23.61 CLS 4dr coupé/5dr estate ★★★★☆ 350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.411 RADICAL	0 MOKKA Mini SUV ★★★☆☆ 1.4T 118 10.0 30.6 9.4 13.7 3.0 138 148 26.1 32/40 1350 28.11.12  ▼ VRR8 4dr saloon ★★★★☆
350CDI S'Brake 155 7.0 18.5 6.4 *3.8 2.9 261 457 39.6 36/43 1980 91.13 SR3 SL 2dr ★★★★  S-CLASS 4dr saloon/2dr coupé ★★★★★  SR3 SL 2dr ★★★★  SR3 SL 2dr ★★★★  SR3 SL 2dr ★★★★	GTS 155 4.8 10.2 3.7 7.4 2.5 577 546 34.9 18/25 1882 30.4.14
S350 Bluetec 155 7.3 19.0 6.8 *3.9 2.7 255 457 45.6 34/44 1975 1610.13 S63 AMG coupé 155 4.5 9.6 3.4 6.8 2.7 577 664 42.8 22/25 2070 3.1214 GLA 5dr 4x4 ★★★☆ TWINGO 5dr hatch ★★★☆	VOLKSWAGEN UP 3dr hatch ★★★★☆ 1.0 High Up 106 13.8 - 14.7 18.6 2.8 74 70 20.5 44/59 945 7.12.11
220 CDISE 134 8.1 23.8 7.8 4.7 2.65 168 258 36.4 40/48 1535 14.5.14 Dynamique 94 17.6 − 19.1 29.4 2.9 69 67 20.8 42/52 865 29.10.1  M-CLASS 5dr 4x4 ★★★★☆  ZOE 5dr hatch ★★★★☆	
GL 5dr 4x4 ★★★★☆ GL 350 AMG Spt 137 8.3 24.8 8.2 5.0* 2.6 255 457 37.7 28/33 2455 247.13 0.9 TCE 113 13.4 − 13.9 19.1 2.8 89 100 23.8 38/47 1009 6.3.1	GOLF 3/5dr hatch ★★★★ 3 GTI Perf. DSG 155 6.5 16.4 5.9 8.9 2.8 227 258 34.4 32/38 1402 10.7.13
SL 2dr convertible ★★★★☆         SL500         155         4.3         9.9         3.6         6.5         2.7         429         516         39.6         10/24         1815         8.12         MEGANE 3/5dr hatch ★★★☆           SL63 AMG         155         4.6         10.4         3.8         8.7         2.5         518         465         34.3         17/21         2000         7.508         250 Cup         156         6.0         13.7         4.9         6.6         2.7         247         251         28.4         28/34         132.0         13.1.1	3 2.0 TDI 134 9.6 27.6 8.6 11.7 2.9 148 236 37.4 44/56 1390 16.113  R 155 4.8 12.0 4.3 6.5 2.9 296 280 27.1 34/29 1495 9.414  D e-Golf 87 10.5 - 11.0 7.0 2.7 113 199 7.6 244\\text{Wh/mi585} 169.14
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CooperS 146 6.9 17.1 5.9 6.7 2.5 189 221 26.4 35/54 1235 24.14 WRAITH 2dr coupé ★★★★★ JCW GP 150 6.6 14.9 5.2 5.0 24 215 192 23.6 34/45 1160 202.13 COUNTRYMAN 5dr hatch ★★★★★ COUNTRYMAN 5dr hatch ★★★★★★	TOUAREG 5dr 4x4 ★ ★ ★ ★ ★ ★ 4 4 3.0 V6 TDI SE 135 6.9 19.8 6.8 *3.9 2.7 236 406 38.5 32/37 2155 19.10
Cooper DAII4 115 11.1 - 11.5 16.1 2.6 110 199 34.8 39/43 1475 29.9.10 SEAT COUPE 2dr coupé ★★★☆ JCW 149 7.2 17.0 6.0 6.0 2.8 208 207 23.9 33/46 1230 26.10.11 Cupra 1.4 TSI 140 7.0 19.6 6.3 *3.6 2.4 178 184 21.3 31/40 1172 21.10.0	VOLVO V40 4dr hatch ★★★☆ 9 D3 SE Lux 130 8.9 26.6 8.7 10.2 2.8 148 258 36.5 46/52 1545 15.8.12
ROADSTER 2dr convertible ★★★★☆         LEON 3/5dr hatch ★★★☆           Cooper S         141         8.1         19.9         7.3         8.0         2.5         182         177         23.7         33/45         1260         9.5.12         SC 2.0 TDI FR         142         8.0         22.1         7.5         9.6         2.9         181         280         35.6         47/54         1350         49.1	<b>S60 4dr saloon</b> ★★★★☆ <b>3 D4 SE Nav</b> 143 7.6 20.4 6.9 9.2 3.0 179 295 39.4 46/59 1580 5.3.14
Cupra SC 280 155 5.9 13.6 4.4 7.1 2.7 276 258 27.2 28/36 1441 26.3.1  ALHAMBRA 5dr MPV ★★★☆  ASX 5dr hatch ★★★☆  2.0 TD1/T0 DSG127 10.5 38.3 11.2 *7.0 3.0 168 258 30.5 35/40 1935 1.121	D5 SE Lux 143 8.1 21.0 7.1 8.2 2.7 202 310 39.2 32/48 1700 8.12.10
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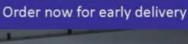




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100 YD

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CAI2 DEN CAR 3E CAR 355S CAR 33Y CAR 22IE CAR 732R C4I2 VER Anslow Antony CEC IIE Ape CHA 93L Apr April CHA 77IN CHE 573R CLA 2K Archer Argyle CL0 53F COB 80ID Ashby COL II3Y COII TER Astle Athlete Averil COII TON COII DON Bale 6 ORK COS 57A COS 73R COU 5IIN Banana Basra Batham Batt

C24 FTY CI2I CKY C2I LLY CUR 7IN CUI2 ZON DAII BER DAI 18Y DAII CER D4 NNO DAR I4N DAI2 LOW DAR I20N DAR 7L D/I SEV DAT 3D DAT 7A DAW 39 DEI3 ORA DEE 3I3Y DFF 2Y DEL IIE

Baugh Beard Beck Beeton Beggs Behan Belton Bench Bennie Benton Bertha Beryl Bhatia Big Pea Biggs Borg **DEIO RES** Borrow Rottom DFR 23K Boulter Bourke DOG 6371 Rourne DOM 4N DOI2 OTA DO5I COW Boyer Bracey Brad DOV 333E DOV 3R DOW IIS Brar Broker I DUM Bryony Buller DUT 50N DYE 2R Bun Boy Bunch EAD 3E

EAD 3S

ECC I3S ELS 70N EMM 377T Byrne Byron Cairns Callan FMS 5I3Y EVE 250N Cant EXE 73R Carden 710 EYE FAB 8I4N FAC 7S Care Caress Carev FAI2 EST Carrie Carter FAR 2R Carver F4 WKE Case Cecile FEL I6IA F3II DER Chapel F2 AME Chattin F2I6 KER FI2 OUD GAM 3E Clark Close G422 ATT Cobbold G42 TON Colley GAY IE GEA 2R Colton Condon GEO 266E GI SBY GOA 73R Cork Costa 60I DEN Coster GOR IIIG Cousin **GOW 32S** GRE 3G G236 SON Crilly GRU I3B

34 RTH

Bush

GGII 35T H46 GER HAII ATT HAM 32R H4II COX H428 OUR H4I2 MFR HAR 2I5S HAY 47T HAY 35S H47 LFS HEA 4IY HEA 47H

Curtin Curzon Dalber Dalby Dancer Danno Darian Darron Daryl Dasey Dated Datta HEC 702R HEE 2R Dawes Debora Deelev HEN IIIA Deery HIII DI F Dell HOG 8N HOG 427H Delores Derek HOG I33N Desire HOL 3E Doggett HOL IIT Doman HOM 3F Dorota Dosy HOR II8Y HOI2 NER

HOS IIIE

HOW 177T HUA IIG

HUN 733R HUI2 REN HUR 25T

HUL IIE

HYII TON

Dove

Downs

Dutson Dyer

Dum

Eade

Hornby

Horner

Hosie

Huang

Hulme

Hunter

Hurren

Hurst

Hylton

MCL I30D MCN 33E

MCR 43E

M34 DON

MED I3Y

MEE 3K MEH 74A

MON 164S

M00 23E

MCV 3

Exeter KEN IIT Eve KET 713S Fabian Facts KEY I KHA 4I3E Fairest KII2 KBY Farr KNF 3F KNO 77T Farrah Fawke LAK 6E Felicia Fender L42 SEN LAW 35S Frame LEA 2R Fricker LEER Froud LEM IION L3II NON Game Garratt LES 23K LEY 50N Garton Gayle I OBB LON 3R George Gisby LOU 5 LOV 48IE Goater LOV I3S Golden IO YD Goring LUM IB Gowers LUM I3Y LUM 503N Greg Gregson Grubb LYC 377T Guest LVN 3559 MAG 90T MAH 6R Hagger Hallatt Hamer MAH IION M4I LER MAI2 EAD Harbour Harmer MAI 142D Harris MAM 5S M4II SON Hayat Hayes Hayles Healy MAR 614S MAR 23K MAR 277N MAS 546E Heath Hector M457 ERS MAY 7S MAY 570N Henna Hindle MCC 4IIG MCC 602D MCC 24E Hogan Hogarth MCG IIIN MCH 4IIE M6II UGH Holt Home MCK I3F

I I LDA

JAII USZ

JAY 7IIE JUN 6G

KAR 2IIM

KEA 4R

Earth

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Fmslev

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MOR 215S

MOR 7T MOY I2A

MUI II4N

MUII LER MUII ETT MUT 6H

NAD 7A NAS IIH

NAT IION

Janusz

Jayne

Jung

Karim

Kear

Kent

Kettles

Key Khaled

Kirkby

SAK IIIA

SEA 2IE SHA 42P

SII4 LINA

SHE 233N SHII RTS

SHO IIE SHO 273N

SLE II6H

SLO 4IIE

FSM 17H SOL 3E

SOU 54A SOII TER

SPII CES

SPR 477

S74I NFR

S742 LEY

SHE IIIL

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Sakina

Searle Sharp

Shauna

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Sloane

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Sousa Souter

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## Giugiaro's vision of a 1990s Jaguar 15 August 1990

ehold the Kensington, an early 1990s interpretation from the pen of the great Giorgetto Giugiaro of how future Jaguar saloons should look. The car appeared as a styling model at the 1990 Geneva motor show and was later turned into a swooping prototype based on the chassis and mechanicals of the Jaguar XJ12 Sovereign HE.

Peter Robinson, at the time Autocar's European editor, had the opportunity to drive the Kensington but was taken more with its technology than with its on-road manners or looks.

"Forget the controversial styling for one moment and consider Giugiaro's Kensington Jaguar as perhaps the greatest automotive party trick of all time," he wrote.

"You walk up to it holding a small device barely the size of a cigarette packet. On it are six small buttons. Stand 15ft away, point the control box at the car. press the appropriate button and there's a mild clunk as the doors unlock.

"Nothing unusual in that - except this time it's followed by a whirr and a click as the driver's door begins to open. Believe me, it's an eerie sensation, watching a car

#### Forget the styling and consider Giugiaro's Kensington Jaguar as perhaps the greatest automotive party trick of all time

door extend out from the body, unaided by human hands.

"What happens next is even more bizarre. Squeeze another of the buttons and almost simultaneously the starter motor whirrs, as the Jaguar V12 engine fires up before quickly settling down to a smooth idle.

"You stare, not believing what you know to be true. The door is open, the engine running and your eyes tell you there's nobody in the driver's seat.

"No, it's not done by trickery, just modern electronics. And both features can be expected to reach production cars during the coming decade."

Driving the Kensington was broadly similar to driving contemporary V12-engined Jaguars, but the styling was a radical departure.

"What you're most aware of with the Kensington is the startling change in interior ambience. In his quest to build a contemporary Jaguar, Giugiaro has forsaken the traditional timber interior.

"The sweeping, moulded plastic dashboard is massive, running off to the base of the windscreen and down a very wide, bulky console which contains a battery of LCD controls.

"The front quarter-light window is almost as wide at its base as the door's opening window. In fact, the A-pillars are so long and steeply angled that you sit well back from the base of the windscreen. You see little of the bonnet. while rear visibility is also poor.'

Robinson reported that Jaguar executives had examined the car but had made no further contact.

"Giugiaro insists a '90s Jaguar should  $look\,like\,the\,Kensington.\,Jaguar\,has\,its$ own interpretation of the future, but we won't be allowed a preview of that until 1995 at the earliest," he concluded.

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#### MEDIA ENQUIRIES

Tel+44 (0) 20 8541 3434
Contact Greg Cartwright (greg@performancecomms.com)

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#### Contact Simon Fox (syndication@autocar.co.uk)

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Park Rd, Peterborough PE 12 fix (0.1733-555-161), Reprob y Born Group, Lon
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Autocar is published by Haymarket Consumer Media Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK haymarketgroup.com Tel+44 (0)20 8267 5000

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